



# SPARKS JOURNAL

## LEGENDS OF THE WIRELESS PIONEERS

Adventures & Experiences of Professional Brass Pounders Around the World

VOLUME 1, NO. 3

SPARKS - JOURNAL - QUARTERLY

FALL EDITION - 1977



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**HOLIDAY GREETINGS**

It is the Christmas Season and I send my personal greetings and good wishes to all members and their families. It is my most sincere wish that each of you will enjoy a most happy holiday season.

I recall a custom and tradition of the sea ... that as Christmas approaches, a sailor climbs up a tall mast and lashes a tree (generally pine) to the highest stop he can reach.

The tree, sans ornaments, stands sentinel over our ship in the stormy windswept reaches of the North Atlantic or the Pacific. Even in the howling gale and the mountainous seas, a glance skyward brings a feeling of happiness and an inner glow of security. This simple symbol of faith, hope and security stands guard over our small ship battling the elements on an endless ocean.



### ASHORE ON KAKYO TO

Latitude 34-03 N., Longitude 125-08 E.

## 'The Magnolia Story'

BY CHARLES H HESS-688-P

The S/S MAGNOLIA/WNFU was built at New York Shipyard, Camden, N.J. and commissioned September 27, 1935, a sister ship to the S/S SOCONY-VACUUM and duplicate in all respects. She had a DWT of 14,880 tons, was powered by DeLaval steam turbines, had a cruising speed of 12.6 knots and a cargo capacity of 126,743 barrels of petroleum. These two ships were the first ones commissioned as part of a building program undertaken to replace the aging "Arrow" and "A" (Acme, ALTAIR, ASTRAL, etc.) ships of Socony-Vacuum Oil Company's fleet. To follow in quick succession were the MOBIL-OIL, MOBILFUEL, DAYLIGHT, all motorships of approximately the same size as the steamers, and others.

Forty-some years later as this is written, in the day of the behemoth super-tankers, it is hard to remember that ships the size of the MAGNOLIA were once considered rather large, and the speed an improvement over that of the tankers built before and during the first World War, which comprised the rest of the S-V fleet.

A loaded tanker in the thirties was a trim, neat seagoing vessel in contrast to the blunt, self-propelled-barge look of today's super-tankers. The MAGNOLIA was a fine, well-built vessel, and although there was some reason to criticize the design and rake of the stack her crew was quite proud of her. Living accommodations were particularly fine for that day and age. Much mahogany, said to have been

left over from N.Y. Ship's construction of U.S. Line's MANHATTAN and WASHINGTON, had been used in the officers' quarters, dining saloon and elsewhere in the 'midships house'. The Third Mate and the Radio Operator shared a fine bathroom, and unusual convenience for those days. The radio room was on the boat deck behind the Captain's office; sleeping quarters were on port side below.

The MAGNOLIA was employed in the Texas to North-of Hatteras domestic trade for the first months of her active service. I joined her April 7, 1936 in New York for her first inter-coastal trip and was still aboard when we again left New York May 18 of the same year for San Pedro. There we were to load, under Charter, a full cargo of aviation gasoline and kerosene for Dairen (Manchuria), Tsingtao and Shanghai. Manchuria (Manchukuo) had been under Japanese occupation since 1931, Korea since 1910. The aviation gas was for the Japanese military at Dairen.

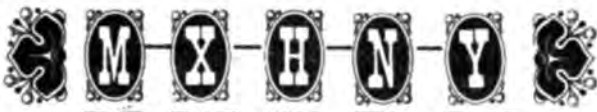
From the last discharge port we were scheduled to go to Palembang, Sumatra, to load a return cargo for Shanghai. Prospects were for a rather long and interesting trip, something in the nature of a welcome change from coastwise runs. Somewhat dramatic, too, for S-V put a case of small arms and ammunition aboard, in the Captain's custody, to enable us (so said the scuttlebutt) to contend with "Chinese Pirates" if necessary. I was instructed to establish communications with the USS AUGUSTA, then flagship of the U.S. Navy's Asiatic Patrol, as soon as we were in range. Japanese militancy was becoming evident and American shipowners

( Continued on Page 10 )

### SOS DE WNFU



Sketch by Ed Marriner - 313-P





**SPARKS JOURNAL QUARTERLY**

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Published quarterly for our professional members with issues scheduled for Spring, Summer, Fall and Winter by the Society of Wireless Pioneers, Inc. a non-profit organization chartered as such under the laws of the State of Calif. Copies are furnished sustaining members of the Society who pay for same through dues. A limited number of publications are mailed without cost to selected Technical Institutions, Colleges, Universities, Libraries, Museums and National Archives that have requested copies for reference or educational purposes.

**MAILING ADDRESS:** P.O. Box 530, Santa Rosa, CA 95402. Direct all inquiries and correspondence including 'change of address' for expeditious attention and handling.

**EDITORIAL & OFFICE:** 3366/15 Mendocino Ave. Santa Rosa, CA 95402 USA. Editor and Executive Director, Wm A. Breniman. Phone: 707/542-0898.

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Second Class Postage paid at Santa Rosa, Calif. 95402  
**POSTMASTER:** Please send form 3579 to Society of Wireless Pioneers, Inc., P.O. Box 530, Santa Rosa, CA 95402.

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*... 'Since the days of Marconi'*

TO THE LATE S. O. S. HEROES.  
 By E. D. Perry, S.S. "Celilo."

Suppose you were "listening-in,"  
 In the wee small hours before dawn,  
 When the air was as clear as a whistle,  
 And the "sigs" were coming in strong,  
 You hear someone sending press "dope,"  
 And perhaps a liner or two.  
 Perhaps you are thinking of your dear ones,  
 And wondering if they're thinking of you.  
 You happen to look out the port hole,  
 The sea is rising fast.  
 You hear some steamer's signal,  
 As she goes hurrying past.  
 Then all at once there's a terrible crash,  
 You are thrown from your chair  
 to the floor,  
 You pick yourself up and glance about,  
 When the Captain appears at the door.  
 "Send out the distress call," he orders,  
 "We've struck and we're sinking fast."  
 You calmly send out the S. O. S.  
 And are ready to stick till the last.  
 You hear the order, "Man the boats,"  
 You hear them pull from the side,  
 But you're waiting the answer to your S. O. S.  
 As the ship settles down in the tide.  
 Perhaps they were told to leave in time,  
 They perhaps had the Captin's permission,  
 But both of the boys stuck by their ship.  
 And upheld the "Marconi tradition."  
 There must be a place in heaven,  
 For heroes such as they,  
 Who stick by their ship to call for help,  
 And go to a grave in the sea.

**"THE SOWP HAM SHACK"**

Maybe it's carpeted, rich in decor  
 Or humbly furnished and bare of floor.  
 Spacious and specially made  
 Or a tiny room, downstairis laid.  
 It could house gear worth dollars 10K;  
 The sky-hook, a reaching phallic array  
 Or is there simply a rig QRP.  
 Working an LW or inverted 'V'?  
 Do trophies or merits adorn the wall  
 Or is there no space for cards at all?  
 Maybe it's built up high in a tree.  
 There are such places known to be --  
 Or is there only to be had,  
 A cellar in which the air is bad?  
 Does it stand on a hill or country glade  
 Or deep in a slum in eternal shade?  
 Or have you as a last resort,  
 Converted a corner of the carport?  
 No matter what or where it may be,  
 It's THE one place where a man is free.  
 These 'Pro' amateurs of the 'SWOP',  
 It's THE SHACK - the Ham's Holy Pad,  
 Where pleasure unhindered is to be had.  
 Who cares a jot if it's tidy or bright,  
 So long as the person in it, feels right.  
 It's the Den, wherein you can do,  
 What the spirit moves the fancy to -:  
 Chase rare DX or call a CQ,  
 Or simply give the rag a good chew.  
 And if the bands are dull or dead,  
 Work on some homebrew job instead.  
 It's the Inner Sanctum, so shut the door,  
 And the daily 'rat race' is no more.  
 Switch on the rig, spin over the dial,  
 And just for an hour or longer while,  
 In this Castle the Ham is King.  
 Here, from the fones, voices ring,  
 To come and talk, to QSO  
 With friends, whose hobby all do know,  
 Has no distinction to embrace  
 Any creed, politics or race.  
 Alan Shawsmith 1132-V

As the ship was sinking rapidly, the  
 Captain called out, "Anyone here know  
 how to pray?"  
 One man stepped forward. "I do, Sir."  
 "Good," said the Captain. "You pray.  
 The rest of us will put on life preser-  
 vers. We're one short."  
 Thanks to Bill Willmot.

*DEDICATED — to the men who "went down to the sea in ships" as Wireless Tel-  
 egraphers and all those who have earned their living "pounding brass" as wireless  
 or radio operators since the days of Marconi.*

REFLECTIONS OF THE SHIP'S CAT  
 By Leslie Verden

If I were the cat that I have in mind,  
 I'd find me a boat with a captain kind—  
 And captains like that are not hard to find—  
 And I'd steal on board and hide away,  
 And he'd be glad to let me stay  
 To keep the rats and the mice away.  
 And if anything happened to raise a row,  
 Or if it was warm, I'd go up in the bow—  
 Just to think of it! Oh meow! meow!  
 And the wind would blow all through my fur,  
 And how I would purr and purr and purr—  
 Oh, I don't know anything I'd prefer.  
 And when I was hungry I'd take a look  
 And go and make love to the big fat cook.  
 (Oh, the things that I'd do would fill a book.)  
 And when I was tired and wanted to rest,  
 I'd climb right up in the old crow's nest,  
 And watch the stars come out in the west.  
 And there I would sleep and dream and sleep,  
 Way up there over the waters deep,  
 Way up on that mast so tall and steep;  
 And the morning sun would waken me,  
 Or the rain or the fog or the wind at sea—  
 Now what bet'er life for a cat could there be?

**BLUE SOLITUDE**

A glorious blue solitude,  
 The world of sky and sea,  
 Its ships consorting with the winds,  
 Alone and falcon-free.

A world of white spindrift and clouds,  
 Of beacons seen afar,  
 Each blazing in the purple dusk,  
 Like some gold-colored star.

How beautiful the dawn at sea,  
 And, when the day has run,  
 A straggly line of wandering gulls  
 Against the setting sun.

Walden Garratt



**THE SHELL GAME**

# My Story of Mutiny

## Aboard the S.S. West Hartland

By: Elmer C. Anderson 1723-SGP

### West Hartland Mutiny

Back in 1914, when some of you real old timers were listening to all the "QRN" around "US" at the end of the Gulf (and do I know it? You bet. I went through all that a couple of times in 1920 and 1925. Even worked the 'op' and caught "tsk tsk", because I only wanted to sort of chew the rag with him. He had to fire up his gas engine rig, give me an answer and then run back and shut down so he could copy me. This didn't set too well with him. You've all worked him.) Anyway, my brother Roy and I put together a real "wireless" set. At that time we lived at 741 Ellis Ave., in Portland, Oregon. Up on Milwaukie Ave., there was a fellow that ran a florist greenhouse of sorts, so we bummed some broken glass from him so that we could make ourselves an "xmtr" condenser. Capacitors hadn't been invented yet. Where Roy purloined the tin foil, I can't remember. But you should have seen our "helix". It was something, but then everything else that had to do with the making of a wireless set was something to behold. The Spark gap? Roy got hold of a couple of pieces of aluminum rod someplace and an old "xformer" and we had it.

The receiver was a classic. You fellows remember them. A piece of galena with a cat whisker and a mush box for the variable inductance. Finally we got it working and the first fellow we worked lived about a mile or less from our home. I think that we did work a fellow over in Vancouver once. That was about 8 miles away. Anyone remember Georgia Cameron up on 26th street or Clinton Kelly out in Woodstock? They had real rigs--good for about 20 miles. Anyway the U.S. Army confiscated Kelly's rig in 1918 and sent it to Vladivostok for use of the U.S. Army. He had a real good rig by then. Poles were over 100 feet high. I have often wondered if Kelly ever go his rig back agin after the war.

In 1918 I was an orphan so my brother Roy and I took the \$100 each received from our mother's Lode insurance and plunked down \$60 at the Y.M.C.A. wireless school for a course in operating. Captain S. S. Robinson, U.S. Navy had put together a wireless manual, so along with that and Elmer E. Butchers 100 questions and answers we had it made. The first line of his book starts out with something about rubbing a piece of amber with a silk handkerchief or something. Anyway on page 126 it says quote "It has been impracticable up to the present time to obtain carbon transmitters which can successively carry large oscillating currents and vary them so as to reliably reproduce speech. On this account, the development of wireless telephony has been retarded." Real good eh?

I'll never forget my old Alma Mater. A couple of years after I had graduated, Lloyd Simpson became the instructor. Good old Lloyd. I worked under him when the radio station was installed on Terminal 4 around 1927. I was pretty good with the Morse code then. We had a W.U. drop from the Terminal to the city and sent what traffic we received via Morse. Lloyd had one of those "Pink Tickets" and I was very envious. I kept telling myself that I was going up after one, but never did. Anyway Benjamin Wolf used to come up to school to conduct his code exams and written tests for the coveted sheep skin. One time, after he had finished sending the famous 500 words, a couple of fellows were still copying. This was sort of interesting to Benny, so he looked under the table and sure enough he found some bell wire leading up to the 5th floor. The school was on the 4th floor. Well, he followed the wires up and sure enough there were a couple of fellows copying what he had just sent. That sounded the death knell of giving exams at the "Y".

Finally the time came when I took the exam and won. This was in 1919. I ran all the way down to Lt. Jones office. Remember him? He was in charge of the hiring of the 'ops' for the U.S. Shipping Board. I didn't take the time to sew that "sparks" on my right sleeve of my coat. Yea, we all wore that as a mark of distinction. Remember it? "Well, said Jones, or words to that effect, how would you like to go out on the S.S. West Hartland to the Orient? I had never studied much Oriental history in school so it didn't make any sensationalism for me. I was interested in going anyplace.

I was told to grab a street car and go out to St. John's and take another car down to the Terminal. I did and was I excited!

Back in those days it seems that kids were the wireless operators and became known as "wireless boys." Theron Bean was one of those kids. More about him later. Anyway I was told to see a Captain Richard W. Willowden, Master. I'll never forget him. Willowden had sailed on the Great Lakes and this was his first deep sea ship. As a result of the mutiny, he lost his skipper's license, and five years later I was on the Alaskan run on the M.S. Oregon as Radio Operator and freight clerk. I was standing at the gangplank one day, when I saw a fellow coming up the gangway that looked sort of familiar to me. "Is he shipping any hands? Do you know?" "Well Captain", I really don't know. "You know me" he replied. "Yes Sir, I was your wireless operator on the West Hartland in 1919." That ended the conversation. He went down the plank. Too bad, a broken man. Let's continue.

Our cargo was mostly lumber for Japan, general cargo for Kobe, Shanghai, Manila, Singapore and Hong Kong. The time came to set sail so with a 'toot we took off.

I had worked in the Foundation Shipyard in the summer of 1914 and 1915, so I felt like an old timer. The Foundation Shipyard had a contract from the French Government to build 20 five masted schooners. My job, along with a bunch of other kids, was to sweep up the sawdust and shavings around and inside the ships. One of the highlights of this job was that we got to go on shake down cruises as far as Astoria and back. What beautiful ships they were. The decks polished to a sheen, walnut interiors. Ah! Me! What ships! They all had a 'wireless rig' of sorts. All the gear was laid out on a table about four feet long. Roy's gear and mine looked about as good back in 1914. No panels at all. The receiver was a small box with the usual cat whisker galena. I never got to meet any of the operators in those days so cannot tell you anything about them. The crews to sail them to France came from France.

We finally saw the Columbia River Light Ship and were now on our way to Japan. What a forlorn job that looked like to me, to be stationed on a light ship. Little did I think that one day I would be marooned on the Light Ship Umatilla Reed, twenty miles off Tatoosh. Eager Beaver me. I was told by the fellow in charge of the RCA in Portland in 1922 that if I would only go out to relieve the operator for two weeks I could have one of the big tankers that was being built by the Columbia River Steel Works in Portland. I wanted one of these tankers. They all had one of those 5 KW Arc's. Well I went out to the Lightship on the Tender Neah Bay on November second 1922 and didn't get off until April 1923. Boy, was I mad! I missed my big chance of getting my first Arc job. When I told the Weather Bureau in Portland, or was it the Treasury Department, that I wanted to quit, he said you can't quit. This is a Civil Service job. Civil Service, phooey! Stay 30 years on a light-ship in order to get \$100 per month pension? Not me. Thirty years later I had to pay all the money they would have taken from my salary towards retirement plus interest which amounted to \$600 in order to get this six months credit.

I'm getting away with myself. As I hadn't had an opportunity at the "Y" of listening to real ships traffic, I knew nothing about how to handle such. I spent a lot of hours listening in order to learn how it was being done. I relayed all my traffic via the S.S. Wheatland Montana as she had an "Arc" set and could work the U.S. from any part of the Pacific. Boy, was I envious of her ops! We had to work through NKG, NPL, NPM as I do not recall any commercial stations in those days. The poor guy on St. Paul Island, up in the Bering Sea, chewed with me one time and gave me his sad story about being marooned on a desolate island. I had it made on the Hartland.

Our gear on the West Hartland consisted of a half KW Kilbourne and Clark, quenched gap "xmtr" and one of those real good galena receivers called a Type-A. It had two dials about a foot in diameter, two rheo's, one with 22 contacts and one with 13 contacts. One Inductance knob about four inches across and one loading coil of about the same diameter. Other knobs galore. Take a look at it on page 153 of Robinsons Manual. The whole receiver was about two foot long by the same in height.

It seems that I had to overhaul the quenches frequently in order to get a good note. But then some of you fellows remember those powerful half KW KC jobs. Even at that it was better than one one I had on the City of Topeka. We used Leyden Jars in the transmitter on her. The Leyden Jars smelled like burned cowhide every time we fired up.



THE "WIRELESS PIONEER"

Well I'm digressing again. We finally made it to Yokohama and Kobe as we had cargo for each place. Had to anchor out in the harbor as there were no docks then. If we went ashore, we went by bum bum boat. Well, we finally came to Shanghai. Remember the old Astor House Hotel on the Bund and Russavora #9 out on Tinkling Bell Road?

Manila! That's the place! Remember the old Silver Dollar Bar. By 1919 the prop had dug out most of the Mexican Silver pesos, but had left enough on the bar to make it look interesting. The bar was covered with the round holes where the pesos had been. It seems that a bunch of fellows had robbed some Mexican depository of several barrels of silver pesos and took them to Manila where they were traded for coconuts or something. They ended up in the Silver Dollar pub as the English would say.

Here in Manila was the climax. The sailors had been grumbling almost ever since we left the good ole U.S.A. about the food and working conditions. In those days as you recall, the refrigerators weren't too reliable and much food spoiled. Meat especially. The sailors couldn't take it so as we were anchored in Manila Bay, overboard went the Stewards gear. They were going to throw him over the side also, but the old man saved him. Some jerk from some U.S. Government agency came aboard and declared that the food was satisfactory so we left the Steward behind and proceeded to Singapore. You wouldn't believe it but we had a Turk, a Chinaman and a Greek for cooks the rest of the way.

OK! Now for the return from Singapore. The sailors had given Captain Willowden \$15 to buy some fruit for them. Willowden bought the fruit alright, but the sailors thought that they had been robbed. One came up to the wireless shack with a message that he wanted sent to one of the commission houses in Singapore asking about the prices on fruit. I had to get the OM's OK before I sent any messages and he just about jumped overboard. Don't send it Sparks, he said. I told him that I would have to enter it on my log with some kind of an explanation. He finally consented for me to send the message. We were about a day out of Singapore at that time. The answer came back and the sailors really flipped. Now they became almost belligerent. Our shack on top deck was only about two steps wide, but the Skipper used to come up and walk back and forth for many minutes. I wouldn't talk to him on these occasions as he seemed to be a deep dreamer. Finally he would take off.

One noon as I was eating lunch, I heard the old man calling wireless, wireless. I jumped up and ran outside but couldn't see him. I took off for the wireless shack, but no Captain was visible. Finally I saw him standing near the aft hatch. I hollered "Captain here I am, up here." He hollered back "if I am not back in five minutes, tune up for Hong Kong, tune up for Hong Kong." I didn't know what that meant, but I did go back into the radio room. When we had all this trouble I had kept the Captain advised that the Battleship Pennsylvania was someplace in the vicinity as I used to listen to her traffic with NPG or NPM. This used to sort of appease him a little. But tune up for Hong Kong really got me. After a few minutes the Captain returned and yelled out "Sparks, everthing is alright". I then went back to the mess.

A couple of days later fire broke out in one of the holds. The rubber that we had taken on board from Singapore had caught afire. I don't think that the sailors had set it on fire although the Captain claimed so after we got back to Portland. More like combustion. We were too far off shore to have to swim. (CONTINUED ON PAGE - 11)



STELLA J. CAYO

Back in the old spark days, every wireless operator who walked into the Seattle office of the Marconi Wireless Telegraph Company for the first time soon learned that the cheerful brown-haired girl who greeted him was named Stella Cayo. Whether he needed a job, a transfer, or a relief, he always found Miss Cayo to be an attentive and sympathetic listener. After she learned the man's name, it stayed in her memory forever. She never forgot a name, or a face, or the name of the ship the man was assigned to. In those days, she was probably personally acquainted with more operators than anyone else on the Pacific Coast. To the countless numbers of wireless operators who pushed open the door of Room 512 in the Maritime Building on the Seattle waterfront, Stella Cayo was someone special.

Although she never stood a watch on 600 meters, Stella Cayo was a real wireless pioneer and her memory is revered by the many SOWP members who received their shipboard assignments from her.

Born in Eureka, California, Stella came to Seattle with her parents when she was just a child. She lived in Seattle for the rest of her life. In August of 1915, she went to work as a stenographer in the Seattle office of the Marconi Wireless Telegraph Company. Her first boss was Manager Jack Erwin, a former wireless operator who had distinguished himself by sending out the first distress call from an aircraft - the dirigible America. Miss Cayo learned the marine wireless business quite rapidly and soon she was taking calls from steamship companies and assigning operators.

The outbreak of World War I brought about an enormous increase in the demand for shipboard wireless installations and operators to man them. When the Marconi manager in Seattle was transferred to another assignment, Miss Cayo then in her twenties, was appointed Acting Manager. During the entire wartime period, when marine wireless activities were at a peak, Miss Cayo was the boss of the Marconi depot and office in Seattle.

One of the Marconi employees reporting to Miss Cayo was shipboard inspector Henry Barker. It was quite a sight to see Henry walking along the waterfront, trailing behind him a child's coaster wagon, bright red in color, loaded down with his Marconi wavemeter, decremeter and other bulky test equipment. The Marconi wavemeter is now in a local museum.

When the newly formed Radio Corporation of America took over the Marconi company on November 20, 1919, the most valuable asset they acquired in the Seattle office was Miss Stella Cayo. An article in "Wireless Age," an early RCA publication, quotes one operator as saying, "Gee, if Miss Cayo should ever die, an awful lot of useful information will have disappeared forever." The same article states that Miss Cayo had the longest unbroken service record of any employee in the Pacific Division of RCA.

While serving as secretary to a succession of managers at the Seattle RCA office from 1919 to 1929, she also had the responsibility for handling shipboard operator assignments. Every spring, when more freighters were needed for the seasonal Alaskan run, and more passenger ships went into service for the summer tourist trade, Miss Cayo's beach list would dwindle to nothing and operator procurement became a serious problem. She was especially considerate to many young men trying to finance a University education by shipping out during the spring and summer months. Without her help, many radio operators would never have had a chance to continue their education.

In 1929 when George Street was Seattle manager for RCA, he moved his office to the headquarters of the RCA Communications Comp-

any in the Dexter Horton Building. Stella Cayo went with him. The following year George Street was transferred to Shanghai and Earl Baker was appointed manager of the Seattle RCA office. Stella Cayo went back to the Maritime Building, reporting to Earl Baker, and helping him become familiar with the managerial aspects of the marine radio business. In 1935, when a nationwide depression caused lay-offs in many organizations, Miss Cayo was transferred back to the RCAC office in Seattle. She stayed with RCAC until May 18, 1950, when death closed her career.

During her 37 years of service to the marine radio industry, she had helped hundreds of men to get jobs in radio. Some stayed in the marine field while others went on to careers in other branches of the expanding radio industry. Many of those she had helped are SOWP members today. They remember Miss Cayo as someone special. Yes, Stella Cayo was someone special, someone to remember.

by Al Johnson 461-SGP

### TRIBUTE TO OUR SENIORS

This is a tribute honoring our Senior, Spark-Gap Pioneers ... those GRAND MEN OF THE WIRELESS who saw duty by or before the year of 1910. They were the vanguard of a multitude of young men who became the founders of a great new service - all thrilled by the magic of wireless telegraphy.

We find in our membership some 20 members whose first assignment was in the first decade of the 19th Century. We thought you might be interested in them. They are:

- 1904  
James R. Fallon
- 1905  
Eugene E. Eagles
- 1906  
Harry W. Dreyer
- 1907  
Charles Blake  
John A. Bradbury  
Lloyd Espenschild
- 1908  
Michael Schirk  
Frank H. Barstow  
Gerald D. Carpenter
- 1909  
Paul De Champlain  
Charles M. Dibble  
Franklin M. Doolittle  
Kenneth Richardson  
Leon Grabow
- 1910  
Arthur E. Erickson  
George G. Farmer  
Glenn C. Sabin  
George S. Hubbard  
Charles H. Kesler  
Ray Newby



The 'distinction' of holding the Society's lowest serial number among our Seniors goes to Sam Corpe who is Number 29.

"All things are relative" says Prof. Einstein hence Sam must have been a 'kid in knee-pants when he started in 1911! Of course many of our members were yet to be born... so goes it in our world. We salute these fine men including their shipmates who came later. They are part of our heritage.

NAME SENIOR-SGP	SERIAL	FIRST ASSIGNMENT
ARMSTRONG, ROY B.	1861	1914
BALDWIN, EDGAR V.	201	1913
BARSTOW, FRANK H.	231	1908
BEAM, CAPT. MERRILL D.	803	1913
BLAKE, CHAS. H.	1855	1907
BLANCHET, JAMES JOSEPH	971	1912
BOSSEN, JOHN A.	891	1912
BOWERMAN, W. JOHN	582	1911
BRADBURY, JOHN A.	369	1907
BRIARE, WM. W.	437	1913
BRIZZOLARI, ANTHONY J.	869	1912
BUNTING, THEODORE R.	550	1913
CARPENTER, GERALD D.	2140	1908
CHAMBERLIN, JOE S.	687	1912
CLARK, KENNETH G.	187	1913
CLEMENT, LEWIS M.	153	1911
COLLAND, COL HARRY D.	893	1914
COHPE, G. S.	29	1911
COWDEN, REUEL E.	2477	1913
CRASSE, ALFRED S.	122	1914
CUTTING, ROSS F.	2700	1912
DALE, ROBERT E.	497	1911
DANKO, JOSEPH P.	253	1913
DeCHAMPLAIN, PAUL R.	280	1909
DICKARD, FRED D.	1250	1913
DIBBELL, CHARLES M.	367	1909
DOOLITTLE, FRANKLIN M.	1130	1909
DRATHSCHMIDT, CHARLES J.	1500	1911
DREYER, HARRY W.	2358	1906
EAGLES, EUGENE E.	178	1905
EGOLF, RICHARD S.	71	1912
ENTWISTLE, GUY R.	258	1912
ERICSON, ARTHUR E.	70	1910
ESPENSCHILD, LLOYD	462	1907
EYSTER, JAMES A.	2576	1912
FALKE, JOSEPH A.	1835	1912
FALLON, JAMES R.	870	1904
FARMER, GEORGE GORDON	85	1910
FASSETT, LEE O.	37	1913
GERLACH, WILLIAM G.	104	1912
GOTTLIEB, WILLIAM	837	1914
GRABOW, LEON S. SR.	421	1908
GREEN, EDWARD JOHN	523	1914
GREEN, RAYMOND J.	395	1912
GRIFFIN, FRED V.	843	1911
HACKER, PAUL E.	301	1911
HANKIN, JOHN H.	1010	1913
HANSEN, TERRY	414	1912
HERLAND, JOHN N.	1159	1914
HODGES, SANDEL A. CDR.	383	1914
HORTON, A.A.	1856	1913
HUBBARD, GEORGE S.	41	1910
HUBBARD, IRVIN W.	164	1914
HYDE, STANLEY E.	343	1911
JACKSON, BENJAMIN B.	422	1914
JENSON, RUDOLPH M.	1715	1913
JOHNSON, ROY W.	1289	1914
JONES, WILLIAM H.	700	1912
KESLER, CHARLES H.	95	1910
KRECH, KARL G.	337	1913
LAMB, EDWIN S.	102	1912
LINDEN, BERNARD H.	400	1913
LLOYD, GEOFFREY H.	428	1904
LOWE, GRAHAM, V.	1160	1914
MATHEWS, RALPH H.G.	1847	1912
MEYERS, RAYMOND E.	89	1912
MCGARGAR, JONAS L.	36	1913
NEIFERT, REUBEN G.	310	1912
NEVIN, WILLIAM B.	2105	1914
NEWBY, RAY	49	1910
NICHOLS, CLIFTON T.	39	1913
NOVOTNEY, HARRY, J.	1535	1912
O'CONNOR, WILLIAM J.	2115	1914
PEREGRINE, CLARENCE A.	193	1914
PIERSOL, MYRON DALE	344	1913
POOLE, GEORGE D.	1505	1912
PRICE, EUGENE H.	79	1913
QUINBY, EDWIN J. CMDR.	402	1914
REB, FRANK F.	1099	1912
RICHARDSON, KENNETH	487	1909
RIGBY, T. JOHNS	1170	1912
ROBINSON, HEROLD JOHN	1558	1913
ROBSON, ARTHUR H.	545	1912
RYAN, FRANCIS M.	739	1913
SABIN, GLENN C.	861	1910
SCHIRK, MICHAEL	1863	1908
SCHMITT, LAWRENCE R.	204	1912
SCOTT, PROFESSOR HERBERT J.	838	1914
SEIDL, ALEXANDER	792	1914
SIAEFFER, FRANK A.	1840	1912
SILAW, OSWALD MASON	1008	1913
SIDNELL, ROBERT G.	161	1914
SNELLIE, ELLIS HENRY	2650	1912
SPAGNA, MARIO J.	67	1913
STENGLE, WILLIAM T.	214	1912
STONE, ADMIRAL ELLERY W.	1950	1914
TAMBURINO, ANTHONY C.	460	1912
TAPPAN, LESTER, J.	245	1912
THOMPSON, WESLEY C.	48	1914
TRAVIS, GERALD E.	217	1915
UNGER, HARRY, J.	968	1914
VAN DYKE, JOHN	1345	1913
VAN REUTH, CHARLES F.	1944	1914
VILJOEN, WYNAND, EUGENE CAPT.	994	1913
WALLACE, DON C.	659	1913
WATERS, JOHN E. CAPT.	221	1912
WIEHR, HENRY F.	82	1914
WILSON, EUGENE G.	413	1911
WILSON, WILLARD S.	1045	1914



## FLETCHER (IGY) ICE ISLAND EXPEDITION

Five ski-equipped Gooney Birds (DC-3) roared off the snow covered ice surface leaving 7 men staring at the noon sun which was less than 15 degrees above the horizon. The initial survey party began to set up camp on this lonely Arctic ice floe. Fletcher's Ice Island, or T-3 as it was also called, became the scene of intense scientific activity when the 1957-58 International Geophysical Year (IGY) opened. The writer, T-3's camp communicator, was a member of the initial landing party on March 7, 1957 and remained on the Arctic drift station for seven months. The first plotted position was 81°51' N, 90°, 30' W.

What is a floating ice island? Arctic ice islands differ from icebergs as we know them. They are larger and older. Rather than being spawned from active glaciers, evidence indicates their origin in the fixed ice shelf of Canada's Ellesmere Island. The surrounding sea ice attains a thickness of 12 to 15 feet, breaks up, melts, reforms, and has a rugged, hummocky surface. The rugged sea ice surface is the result of intense pressures of the pack with the resultant convergence and overthrust of ice slabs. By contrast, the massive, thick ice island rises 15 to 20 feet above the surrounding pack ice. Fletcher's Ice Island measured nearly 10 miles long, 5 miles wide, and was estimated to be more than 200 feet thick! But after a lengthy period of running aground in the shallow seas north of Point Barrow, the 1970's remnant is half its original length.

The IGY camp on this relatively stable platform was the ultimate in modern sophistication. Designed to house more than 20 scientists and camp personnel in 14 trailer-buildings, the T-3 drift station collected surface and upper air data, recorded solar radiation, studied ice cores, tested sea water for salinity and marine biology, and determined submarine topography. During the dark season aurora were studied. Ionospheric soundings were taken at regular intervals. Beyond the IGY years, Fletcher's Ice Island continued to provide a base camp for lesser size projects throughout the 1960's and into the 1970's.

The temporary communications station operating during the first 3 months of the T-3 reoccupation possessed capability for HF voice and cw channels, and a manually operated LF radio beacon. Equipment consisted of the ART-13 transmitter with the famous Collins "autotune" and a BC-348 receiver. This equipment was operated from aircraft dynamotors powered by a small 24-volt gasoline generator. The antenna system was a long wire on bamboo poles and snow blocks. This preliminary station provided daily contact with Thule, Greenland, as well as contact with periodic enroute aircraft, and eventually controlled a massive airlift of 76 ice runway landings. One highlight during spring 1957 was the overflight and contact with "Scandinavian 358" (Anchorage to Copenhagen) as S.A.S. initiated the first scheduled commercial flights across the Polar basin.

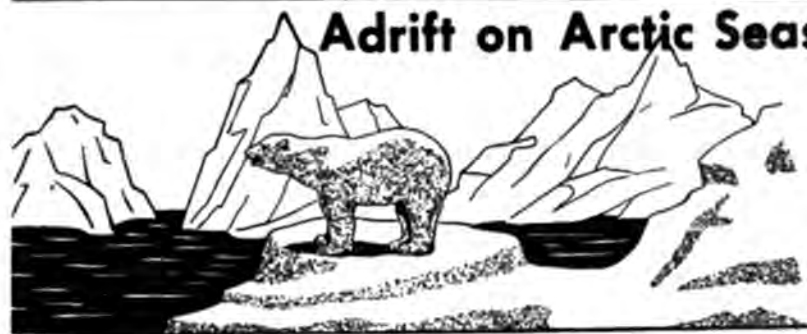
Arctic ice islands are a post-World War II discovery although early explorers like Stefansson told of "land ice," grounded sea ice, paleocystic ice, and other terms that suggest their previous existence. T-3's history dates back to August 14, 1946 when a routine weather reconnaissance flight from Alaska noticed the appearance of an enormous object on the radar scope near 76° N, 160° W where no land should be. The following mission found it mysteriously moved - verifying it to be a drifting island of ice!

In 1950, Lt. Col. Joseph O. Fletcher, commander of the 58th Strategic Weather Reconnaissance Squadron (USAF), organized a concentrated search for other ice islands during weather missions between Alaska and the Pole, in addition to tracking Target X, now renamed Target I, or T-1. A second ice island identified on July 21, 1950 was designated T-2. On July 31, 1950, radar photos revealed a third ice island (T-3). By November 1950, an organized tracking program was developed but failed to add any new discoveries. Elsewhere however, many smaller fragments were identified by RCAF flights in channels of the Canadian Archipelago.

Of the three major ice islands being tracked in 1951-52, the drift course of T-3 and its probably future location, made it the most desirable for establishment of a scientific station. This estimate proved correct for by 1954, T-1 was aground off Ellesmere and T-2 was caught in the east Greenland current and drifted south to its doom. T-3 continued in its clockwise orbit westward toward Point Barrow, then northward toward the Pole to eventually reappear north of Ellesmere and Greenland. Drift patterns resulted in a net movement of about a mile a day.

The initial camp at T-3 was established on March 19, 1952 by Colonel Fletcher, accompanied by Kaare Rodahl (M.D.), and Captain Mike Brinegar, polar navigator, and thus the name "Fletcher's Ice Island." An Air Force meteorological station was established and collected data from April 1952 to May 1954. Meanwhile, Dr. Albert Cray and others from the Air Force Cambridge Research Center made geophysical observations. It was later occupied for the summer of 1955 and then remained abandoned until the creation of the elaborate station of 1957 as part of the worldwide IGY Program. The original IGY station remained in operation until October 1961 when T-3 went aground north of Point Barrow.

## Adrift on Arctic Seas



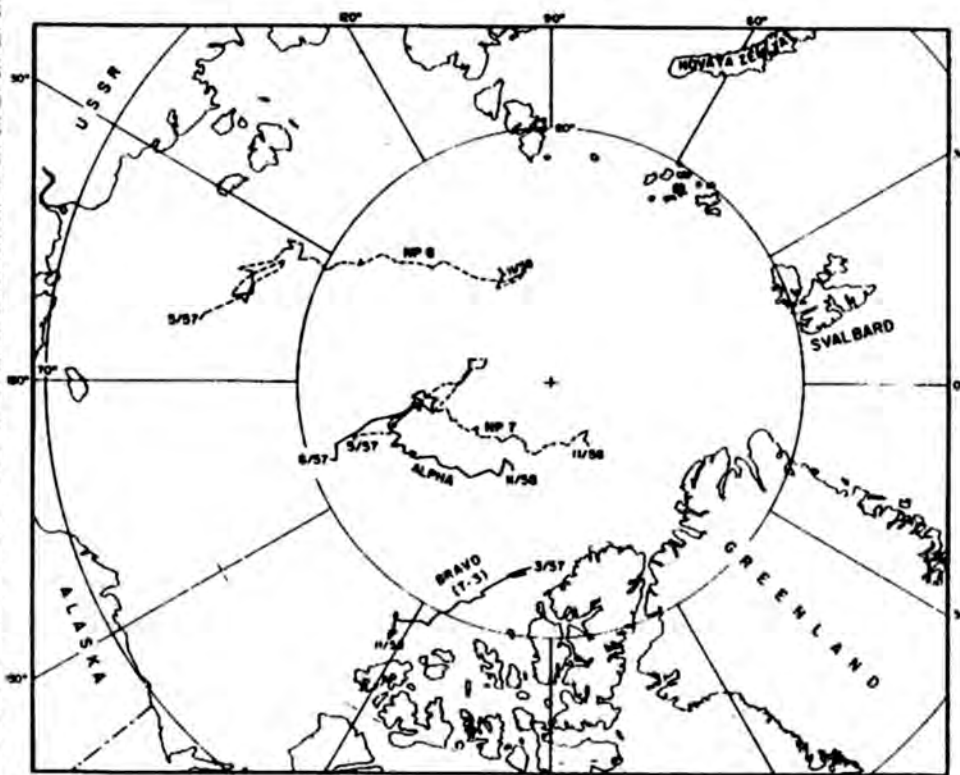
Weather on the Arctic seas was relatively mild in comparison to the more severe conditions on the land fringes. Temperature, however, did drop rather low in early spring 1957 when a minimum of -59°F was recorded. During July and August temperatures rose above freezing and precipitation was in the form of light rain. At other times, normal snowfall was very light. The most serious weather condition for the expedition was the "whiteout" or fog-cloud condition washing out the horizon and all visual references. The summer surface melt brought still further problems. The long meltwater lakes appear during the melting period. The campsite required constant maintenance to protect buildings from meltwaters. Aircraft landing had to be halted. Near the edge of the ice island meltwater channels reached dramatic proportions. With the passage of summer, the ice surface stabilized and eventually a thin snow cover (up to 2 feet) was restored.

The permanent communications center for the 1957 IGY Program was a ham's dream. Temporary AC power was replaced by full-time service. The "on-call" URN-5 Homing Beacon provided reliable signals more than 200 miles out. The BC-610 and Collins R-388 configuration was used for the scheduled cw link to Thule as well as for the entry into the Canadian-U.S. weather collection net. An SCR-522 contained four VHF air/Ground channels. Two pairs (1) of Collins KWS-1/75A4 rigs tied to a Mosley triband beam completed the station.

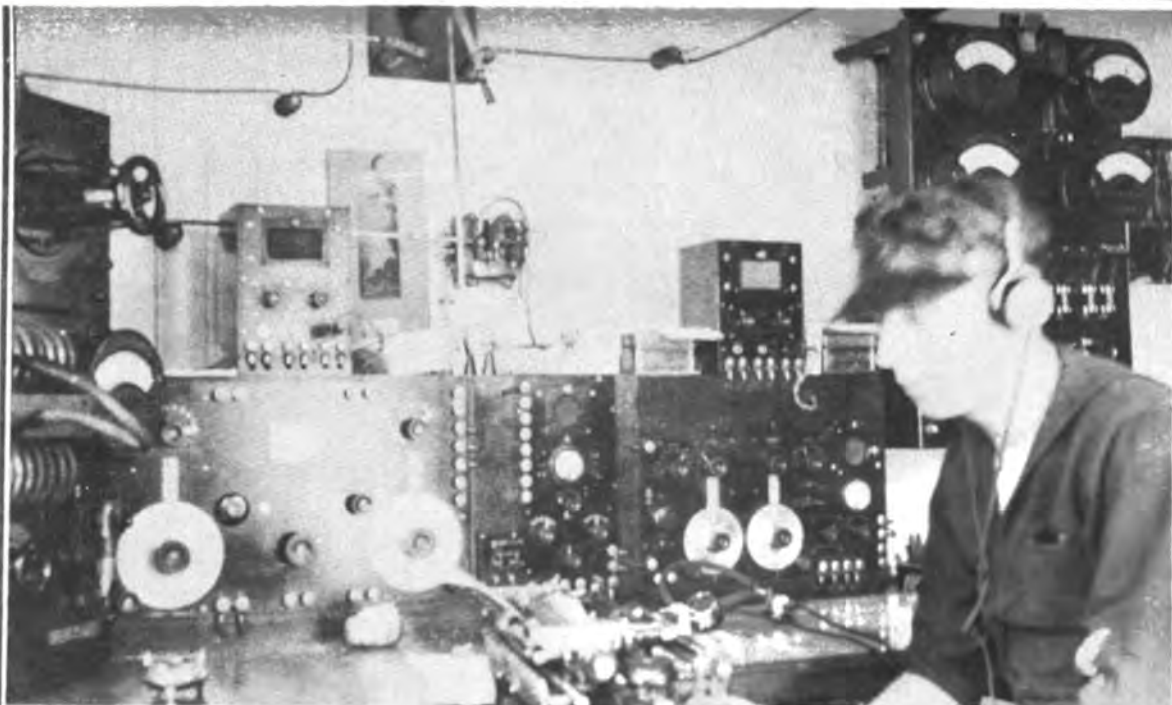
Amateur radio was far more than a hobby on T-3. After June, when the ice runway deteriorated from surface snow melt there were no aircraft landings possible. The camp remained closed to landings until late September. Fresh food and mail were delivered by periodic airdrop. Outgoing "mail" was handled through the regular cw service of Stan Surber, W9NZZ, in Peru, Indiana. Stan turned out to be a railroad telegrapher by trade, and no one could match his code speed. The famous Stan-O-Grams were dispatched immediately through the postal system with instructions for the addressee to reply via his station. Turn around time for a radiogram began to average 4 days, faster than any regular mail service. During August, 1957, Stan handled a total of 756 radiograms for our overpopulated station of 40 members. Phone-patches were only secondary to the reliability of the radiogram mail service between the polar ice station and the folks back home. On the social side of radio activities, there was regular conversation with the crews at Alert, Eureka, Resolute Bay, and other northern weather outposts of the Canadian Archipelago. One happy occasion was the 2-hour dialogue with the IGY station on the Ross Ice Shelf in Antarctica.

T-3 continues to drift with the polar ice pack. After being grounded north of Point Barrow in 1960, Fletcher's Ice Island broke free again in 1962. The ice floe station then became a stepping stone to other camps established by the Office of Naval Research on ordinary sea ice. By 1965, T-3 was again a base of scientific activity as both the Weather Bureau and the Navy resumed regular observation programs. Reports in 1970 indicated that Fletcher's Ice Island would continue to be a drifting home for the adventurous scientist or communicator.

BY: FRANK NICHOLAS, W3GQM ( 1376-V )



Scientific drifting stations of the United States and the U.S.S.R. during the International Geophysical Year.



MARLO G. "AB" ABERNATHY 1610-SGP (W6ABD)

Shipmate "Zeb" Sparger stuck camera through window, snapped pix of "AB" 'hot on keyboard' ... yelled "Bang, You're Dead !. This on the U.S.S. ALTAIR/NURJ/F8J back in Sept. 1924. Set is a Simon 1/4 KW Quenched gap and at left a SE-143 long waver, SE-1420 etc. Note the Baldwin phones !



ROBERT IAN STANLEY, 2151-P

Radio Officer on SS Hope Victory/KJLZ circa 1968. RCA 4-U wartime equipt. L/R: Auto alarm; high Fcy Xmtr and Rcr below (bad fcy drift so used Rcr. shown below radiophone) MF Xmtr with good rcr below; Emergency Xmtr to right, not shown.



GEORGE SPARE

Many will recall George as Chief on the Pres. McKinley, also RCA HiPwr SF and HU. A wonderful "guy"! (Now SK)

EARLY SOWP OFFICIALS ( 1968) L/R

Mac McCarthy, Jim Caldwell (Directors) Bill Breniman, Exec. Director; Dick Johnstone (D) President; Eb Cady (Recent President) Commodore Earle Wohler, Director. Display of early day equipment by Historian, Thorn Mayes.



GILSON VANDER VEER WILLETS (RADIO REX) 22-S/SGP

"Rex" as we all knew him had a fabulous life. He became a silent key Jan. 1 1976 in Sebastopol, CA. He was founder of VWOA and later Historian and Director in SOWP. Many early assignment aboard ship (1913 SS EL ORIENTE/KKV was first). Helped established Bdc. Stations WRNY, WDBO, KFWI, etc. Close friend of Dr. de Forest. Here he seems to be wondering just how far the "J" tube will go ?



**picture page**

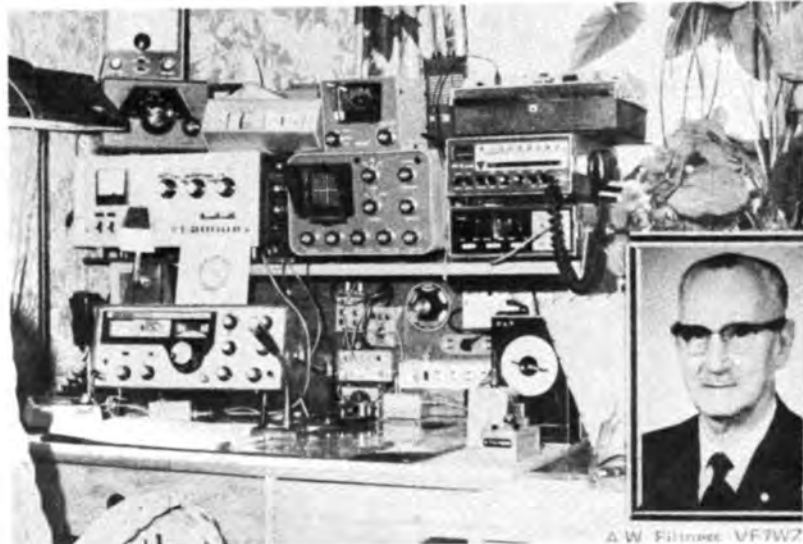
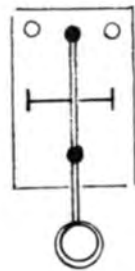
**SOCIETY OF WIRELESS PIONEERS**



# S.O.W.P. IN PICTURES



**BENJAMIN "BEN" BECKERMAN** (Non-Member) Deceased several years ago as reported by "Dick" Egolf, 71 - S/SGP who furnished pix). Pix taken aboard the S.S. MADISON/1933. Ben was well known to operators circa 1920-25 as President of U.R.T.A. (Office New York )



CANADIAN DIRECTOR, ARTHUR W. "BILL" FILTNESS AND HIS AMATEUR STATION VE7WZ.

**W  
7  
A  
G  
V**



**KENNETH R. SULLIVAN**



**ROBERT L. WILLIAMS, 2496-V** Pictured on board the T-2 Tanker SS BENNINGTON/KEZG (Pacific Coastwise run - 1966)



**CHARLES E. MAASS, 580-SGP (W2RTV) SK-12-18-1975)** Charlie was founding Director of the Pickerill Chapter and early Director of the Society. This picture taken while installing radar in the Arctic (Barter Island Alaska 1955). Charlie had a fabulous career and was an ardent supporter of the Society.



**"DON" de NEUF 117-SGP (WA1SPM)** "Pink ticket" Op on the S. S. MATSONIA (WMP) nearing Honolulu back circa 1925.





"Jamaica Queen" of Continental Cruise Lines.



"Starward" of Norwegian Caribbean Lines.



"France" of the French Line.



"Bremen" of North German Lloyd.



"Victoria" of Inces Line



"Santa Rosa, Santa Paula" of Grace Line.



"Gripsholm" of Swedish American Line.



Above are pictures of three vessels recently completed at the plant of the Newport News Shipbuilding and Drydock Corporation. They are, top, steamship Seminole, of the Clyde Steamship Company; center, steamship Mahawk of the Clyde Steamship Company; bottom, George Washington, of the Old Dominion Steamship Company.



## Landmark

WHEN San Francisco's Ferry Building was completed in 1898, it was one of the first steel-framed buildings in the city, replacing a wooden structure dating from 1873. The virtues of steel construction were demonstrated on April 18, 1906 - when the building, with its handsome 235-foot tower, survived the earthquake without serious damage. Ferry service resumed within two hours.



"President Roosevelt" of American President Lines.



"Sagafjord" of Norwegian America Line.



"Lurline" of Matson Navigation Co.



"Canberra" of P & O Lines.



"Statendam" of Holland-America Line.



"Brasil," "Argentina" of Moore-McCormack.



"QE 2" of Cunard Line.





# "IN THE WAKE"



MEMORIES

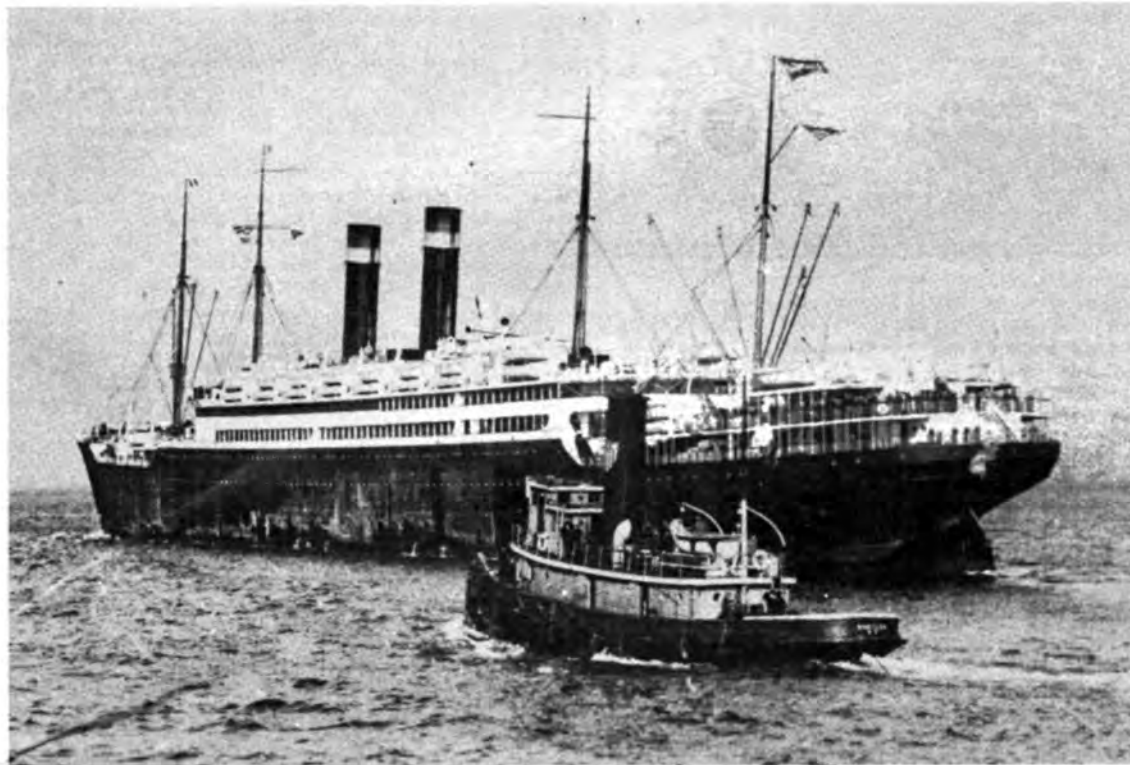
OF DAYS LONG AGO



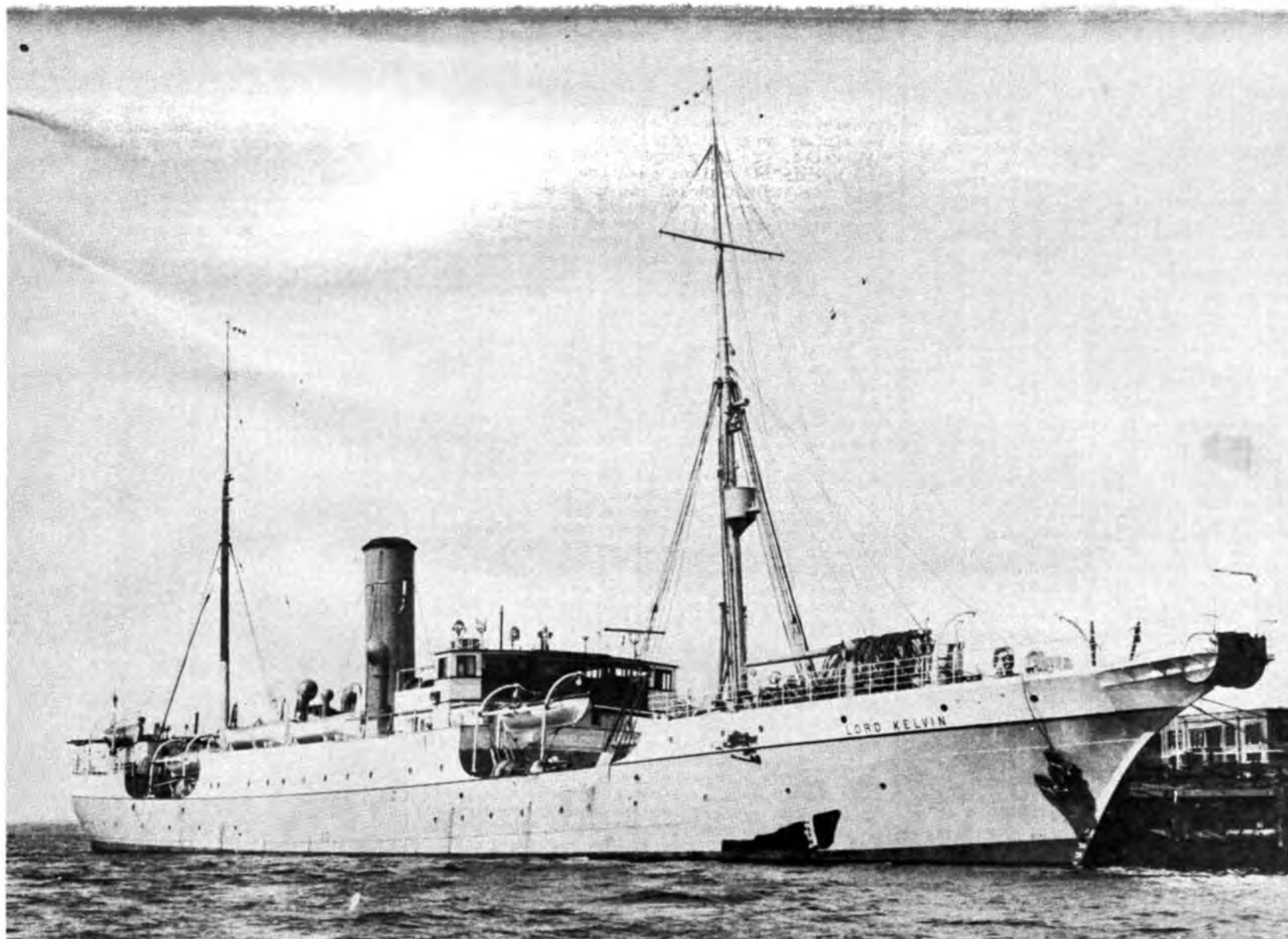
LOOKING BACK



## SS. AMERICA—KDOW



The SS AMERIKA/DDR was built by Germany and operated by the Hamburg-American Lines until the ship and 7 others were seized and put under control of the USSB. The U.S. Mail S.S. Co. became operator until 1921 when the management was taken over by the U.S. Lines which added the huge SS Vaterland, rename Leviathan. Charles E. Maass, founding Director of Chapter XI was Chief of the SS America/KDOW in 1928-1929. He also served aboard the Leviathan under Elmo N. Pickerill. The America was replaced by America (2) in 1939. The ship became the SS Edmund B. Alexander but was scrapped in 1957. Picture furnished by the late Charlie Maass 580-SGP.



## **SS. LORD KELVIN—GDMN**

Nov. 22 1929. The Western Union's famous Cable Ship has just returned after a break in the New York - Azores Cable at a point approximately 900 miles due east of New York after one of the most severe earthquakes recorded in this area of the Atlantic Ocean. The strand that broke was but one of ten which snapped during the tremor. Cooperating on repair with Captain Bloomer of the Lord Kelvin and his crew was the SS DOMINIA which hastened to the spot from London. Picture, courtesy of Communication Journal - 1929.



## THE MAGNOLIA STORY - 1936

By Charles H. Hess, SOWP #688-P

(Continued from Page - 1)

were becoming cautious, but not adverse to participating in a profitable trade. Aviation gas for Manchukuo and oil for the lamps of China. Both ends against the middle! Shanghai and the Yangtze River basin were to be taken by the Japanese only a few years later, with Nanking set up as puppet capital.

We left San Pedro June 6, 1936 for Dairen, the Captain choosing a mercator course roughly along the 32nd parallel to the Van Diemen straits. We were abeam Sata Misaki Lighthouse in the Straits late on the 25th, 5650 miles from San Pedro and after into the Yellow Sea a direct course was set for Dairen. It had been foggy for days, although we were fortunate in being able to sight Sata Misaki Lighthouse, giving us a good departure point for the base leg of the trip. We figured ETA Dairen on the 28th; STANDVAC agents at Dairen and Shanghai were notified accordingly.

The Captain allowed me to indulge my celestial navigation hobby and I still have the workbook containing daily sights and position fixes from New York to Sata Misaki.

Intermittent fog continued, thickening on the night of the 26th. I attempted to take D/F bearings on Chinese and Korean stations listed in the International Radio Aids to Navigation publication. Several were identified but we were rather far off and "night effect" rendered readings very doubtful. The Captain didn't seem too concerned about lack of good D/F bearings and I was permitted to turn in about midnight.

I heard the change of the watch at eight bells, the lookout's hail that "all lights are burning bright, sir", and closed my eyes with as good a conscience as a radio operator can muster. But not for long! At 12:28 A.M. the 27th the ship came to a grinding, shattering halt. Then an eerie silence!

Grabbing my pants and a lifejacket I was in the radio shack in a moment or two, started the motor-generator, stood by for orders. Soon a strong smell of gasoline was noticeable. I was debating about continued running of the motor-generator under these conditions when the grave-faced Captain appeared in the doorway of the shack, gave me a slip of paper with our position on it and told me to get in touch with ships in the vicinity. I asked if he wanted me to send an SOS. He said "not now, just pass the word that we are hard aground and losing cargo."

My first transmission was a CQ on 600 meters (icw) giving the details authorized by the Captain. NO ACKNOWLEDGEMENT, NO ANSWER! A minute or two later I repeated, preceding the transmission with the Urgent Signal "XXX". This time JBI, Mokpo, Korea, gave me a QSL. Then all quiet again! I next sent the auto-alarm signal, and JBI followed that by rebroadcasting my emergency message. Things started to look up now. A few ships came on the air. S/S RANCHI/GLKW was the first to establish QSO. He was 400 miles south of us, but at least I had a live one on the other end. I tested my 600 meter transmitter on emergency power with him and received a QRK. Now I was assured of communication even if the ship's power failed. GLKW sent the auto-alarm signal and rebroadcast our message. He probably woke up everybody in the China Sea, and the Western Pacific.

In quick succession four Japanese ships answered me: JHVA, JCEA, JHNB and JYWA. They were not too far away, and asked what we wanted them to do. Since it was unsafe for any of them to attempt getting anywhere near

us in the fog without running aground the Captain had me tell them simply to keep in radio QSO with us. We weren't going to sink, hard aground as we were, but we didn't know just what our situation was until daylight came and the fog cleared up. Our greatest hazard at that time was fire or possible explosion. Lifeboat davits were swung out, all fire-fighting equipment placed in readiness, smoking prohibited in any part of the ship.

The fog didn't clear until mid-morning. We found ourselves hard aground in a little cove and at the base of a cliff on Ross Island (Kakyo-To), Lat. 34-03N, long. 125-08E. Soundings showed we were hard fast from bow to about 150 feet aft. Forward cargo tanks and forepeak were punctured. An unexpected current set was deemed responsible for our having been off course. There were a few anxious moments as sparks descended from the stack and died out just before reaching the gasoline-coated water now surrounding us.

We notified Shanghai agents of our grounding by message thru XSG, the Dollar Line (Globe Wireless) station at Shanghai. There followed an exchange of messages further delineating our situation and by afternoon we were notified of arrangements whereby the Norwegian S/S FINNANGER/LCAH, under charter to S-V and southbound out of Dairen in ballast, would come as close to our position as possible. She was to lighten enough of our remaining cargo to facilitate our backing off the rocks. To make doubly sure we got off the agents also dispatched the Japanese salvage tug YUSHOMARU/JASC to us from Moji. The tug arrived shortly after we started pumping into FINNANGER. All hoses of both ships were coupled together to reach where FINNANGER was anchored several hundred yards seaward of us. YUSHOMARU crew's competence and teamwork was exemplary, and they worked fast. While one group was sinking keedge anchors astern of us from which to run lines to our after windlass, her divers were overboard fitting wooden patches on the holed forward hull.

Soon after daylight on the 30th, with YUSHOMARU pulling on us astern, and with our heaving in on the keedge anchors, engine full astern, the ship came free and floated. FINNANGER stood by, hose now disconnected, but ready to take the rest of the uncontaminated cargo. Our Captain felt it unwise to transfer remaining cargo while both ships were in the open cove so both tankers and the salvage tug proceeded to Nagasaki where we arrived 4 p.m. July 1st and anchored in the outer harbor, account of the hazardous nature of our cargo transfer operations.

While we pumped the remaining portion of our cargo into FINNANGER the salvage crew divers completed temporary repairs to our hull. We had lost about 2000 tons of cargo at Ross Island.

We lay at anchor for six days and no one got ashore until the last night. I must have been on the skipper's "good" list, because I was one of a small group permitted to go. That night is still rather hazy in my mind. (Wonder why?) But the return to the ship in the dark, early hours of the morning I'll not forget. The sampanman who undertook to scull two of us out to the ship stopped midway across the outer harbor and threatened the 3rd Asst. Engineer and me with his upraised oar unless we came across with more money. Somehow we pacified him without parting with any more yen, and in time we finally reached the ship where he practically dumped us in the water at the base of the jacob's ladder.

On July 7th we left for the shipyard in Yokohama via the Inland Sea, at reduced speed, and with Japanese pilot aboard. We arrived Yokohama harbor, having cleaned tanks enroute (before the days of pollution consciousness),

10 a.m. on the 10th and the next evening we entered the floating drydock at Asano Shipyard. New hull plates had to be fabricated and fitted and we were in for an indefinite stay.

So seldom do tankermen get more than a day or two in port at a time that the unexpected stay in Yokohama was a treat. Or, at least so it seemed, until our money ran out. Most of us had made allotments and were allowed to draw no more than one-half of the accrued balance. My salary was \$110 per month! (Good old days???) But the exchange rate of three yen to a dollar was rather good, and prices moderate. As money dwindled patronage of the bars and dance halls declined, but there were inexpensive trips to be taken. My most notable trip was the ascent of Mt. Fuji, a 12-hour climb and a 4-hour descent (sliding down in the loose lava).

The shipyard baseball team challenged us to a game. Unwisely we accepted. We knew we were licked when we were ushered into Yokohama's fine, big baseball grounds complete with grandstands. Such a motley U.S. baseball team has never since been assembled. Half of the team was of Scandinavian birth, knew little about baseball. We gave it the old college try, but before too many innings the splendid Japanese team eased up on us, ending the game after five innings with a score of something like 54 to 7! But then came a fine picnic set out by the shipyard, lots of food and beer. MAGNOLIA's Captain responded to the dockyard manager's speech full of high sentiments, there were "hands across the sea" and the flags of both nations blew briskly in the breeze. We were genuinely impressed by the friendliness of the Japanese people at that period of time.

Without too much regret an empty-pocketed crew took the MAGNOLIA out of Yokohama on August 23rd. We proceeded by Great Circle route to San Francisco and were taken back into the intercoastal and coastwise trade again. As far as I know MAGNOLIA didn't get back into the Pacific until World War II.

So...all the foregoing had long been put to rest and charged up to experience. My diary record was relegated to dead storage in an old trunk. Then just a few years ago, in the course of a chance ham radio contact with Everett C. Scott/W3PLZ of Baltimore, MD, I learned that Scotty had been radio officer on the "MAGGIE MARU", as he termed her, during World War II when she operated in the Pacific. One day in the war zone a Japanese torpedo hit her well forward, but bounced off the plates that had been put in her in Yokohama years before, and did no damage. From that day on she was deemed to lead a charmed life, and indeed she did survive the war. My last information was that she was still in Socony-Vacuum's U.S.-flag fleet as of January, 1954. She must be long gone now, perhaps resting in a Japanese ship-breaker's yard. May she rest in peace.

A word about the radio gear on WNFU. MAGNOLIA was a Mackay-equipped ship and carried the latest equipment of that era.

There were separate MF and HF transmitters, rated 100 watts, and separate receivers. Each transmitter used a single vacuum tube. Federal type F-102-S, as a self-excited oscillator. Main power from 750 cycle A.C. output of a motor-generator rectified by mercury vapor tubes. Emergency supply was from a 12 V D.C. battery-driven converter giving an A.C. output sufficient to energize the MF transmitter at low power. It all worked very well. On HF I had little trouble working KFS from Yellow Sea and Japanese waters. On HF the high voltage filter could be bypassed to give a 750 cycle ICW tone.

- 30 -



DATELINE ... Kamakura, Japan

Engr. Geo. Lee, SS Magnolia left and Radio Officer Charles Hess right visit famous Daibutsu Buddha shrine. Cast 1252. 50 Ft. high. Date: 7-19-1936

# WHO ARE THEY ?



## ANSWERS TO QUIZ, SUMMER ISSUE

Listed below are the names of Society members photographed at our first Wireless Pioneer picnic which was held nearly ten years ago - August 17 1968 to be exact, on what was the former estate of Captain Robert Dollar, near Walnut Creek, Calif. Listed in order of numbering on the chart above photograph on Page 7 of the Summer issue, as follow:

- |                            |                                  |                            |
|----------------------------|----------------------------------|----------------------------|
| 1. Ray Newby               | 14. Dr. A. P. Warnock (D)        | 26. W.A. "Bill" Vetter (D) |
| 2. W. Earle Wohler         | 15. Robert L. Shrader            | 27. Jack L. Slater         |
| 3. James T. Chambers       | 16. Frank Geisel                 | 28. Russell Carroll        |
| 4. John J. McCarthy        | 17. Guest of Dick Johnstone (D)  | 29. Sydney J. Fass (D)     |
| 5. Eben K. Cady            | 18. George H. Mullnix            | 30. Barney W. LaFetra      |
| 6. Wm N. "Bill" Hayton     | 19. G. A. "Jerry" Whittaker      | 31. Ray E. Meyers          |
| 7. Charles H. Kesler       | 20. Walter L. Lachelt            | 32. George S. Hubbard      |
| 8. Frank C. Camenisch (D)  | 21. William A. "Bill" Breniman   | 33. Irvin W. Hubbard       |
| 9. Emery L. Simpson (D)    | 22. Thom L. Mayes                | 34. Mario J. Spagna        |
| 10. D. W. Thickens - Guest | 23. Joseph P. Danko              | 35. Joseph Spatafor        |
| 11. Steve Parkins (D)      | 24. Charles M. Dunn              | 36. Leslie F. Bymes (D)    |
| 12. Howard D. King         | 25. Richard "Dick" Johnstone (D) |                            |

### West Hartland Mutiny

From Page 3

The fire didn't compose the sailors much so they absolutely stopped work. They claimed the food was lousy, working conditions were even worse and they were through sailing the ship. I remember the ring leader sitting near the gunwale on the top side, at the insistence of the Skipper while he berated him something fierce. I learned a lot of new words that day.

I wonder if President William "Bill" Breniman remembers coming aboard the West Hartland in Singapore one time. I'm going to ask him the next time I see him. I do not recall what ship he was on, but Bill we were anchored next to the old German Raider Emden. I have heard that this old ship was the famous Eastland that sank in the Chicago River

drowning about a thousand people.

We kept having trouble all the way back to Portland. The "skipper" had logged all the sailors and when we got back to Portland there was a big trial. The Portland Oregonian and the Oregon Journal had headlines MUTINY ON THE WEST HARTLAND all over the front pages in January 1920. The trial lasted several days. Captain Willowden lost his license and as I have remarked came aboard the M.S. Oregon several years later wanting to ship out as an AB. The January issues of the Oregon papers gives a full account of this episode.

I had had enough of the West Hartland so decided to quit. I remember Theron Bean, a

member of our association, now living in Honolulu, coming aboard with his father wanting to know if I was going to stay with the ship. I told him that I was getting off so do not know if he sailed on the Hartland on her second run.

Don't ask Theron but someday maybe he will write about his experience aboard the S.S. Dumaru (not a Japanese ship). They had to take to life boats when their ship went to the bottom. Drifting in life boats for many days they were finally rescued. Great story Theron. Hope we hear about it.

Elmer C. Anderson 1723-SGP

### QUINBY'S QUIZ FOR WIRELESS PIONEERS

1. What was a Marconi Jigger?
2. Identify OHX, (management and location). What disturbed its adjustments?
3. How was the prefix EEEN used?
4. Who was "Peep Hole" Wilson, and how did he get that nickname?
5. How was the signal 4 employed?
6. What detector carried the name of a U.S. President's birthplace?
7. Who invented the Electrolytic Detector, and what did he call it?
8. Identify AX (management and location). Who was the famous Pioneer there?
9. What famous Trans-Atlantic station had an inverted pyramid antenna?
10. After Marconi won his epic court battle against DE Forest for infringing his basic tuning patent, to whom did the U.S. Supreme Court finally attribute the invention which makes possible world-wide multi-channel radio communication without interference?
11. How was the signal CQD evolved?
12. What famous Marconi station responded to what single-letter call?
13. Who invented the Perikon Detector, and of what was it composed?
14. What electrical factor do females employ to discourage the male approach?
15. Identify TWT (management and location).
16. What famous United Wireless Station responded to an expression of mirth?
17. What passenger steamer, "homing" through the fog on what shore station ran right up on the beach to the door of the station?
18. What Postal Telegraph messenger-boy saved his nickel carfare money to buy a Morse telegraph practice set, qualified as operator, got a radio operator's license and became the world's leading tycoon of the communication industry? What title did he enjoy?
19. Identify the heir to a fabulous silver-mining fortune who organized a world-wide communication network of telegraph-cable-radio facilities, and who was the popular composer son-in-law that rescued him from bankruptcy?

#### Cdr. E. J. Quinby, USN (Ret.)

ENGINEERING, RESEARCH, DEVELOPMENT  
ORGANIZATION, IMPROVEMENT, OPERATION

30 BLACKBURN ROAD  
SUMMIT, N. J. 07901

201-273-4293

En Route through balmy Florida after escaping from the frozen Northland.

Dear Bill Breniman:

Under the shade of Palm trees on a sun-swept coral strand called Manasota Key off Florida's west coast, I banged out the enclosed bit on a Royal Portable while sipping Vodka & Quinine with a twist of Key Lime.

If you like it well enough to publish, and if you wish to add a little zest to interest in this feature, I'll be glad to donate a copy of IDA WAS A TRAMP with autograph as prize to the first SOWP member who submits the correct 21 answers.

You see I've been sitting up nights in the moonlight on the beach, scheming ways to keep you from being bored by idleness. This idea would provide you with a little task of figuring out who will become the winner. Since I realize how little you have to occupy your time, this might help relieve the monotony, unless you appoint one of your many, many capable assistants as a "volunteer" so that you can resume your siesta.

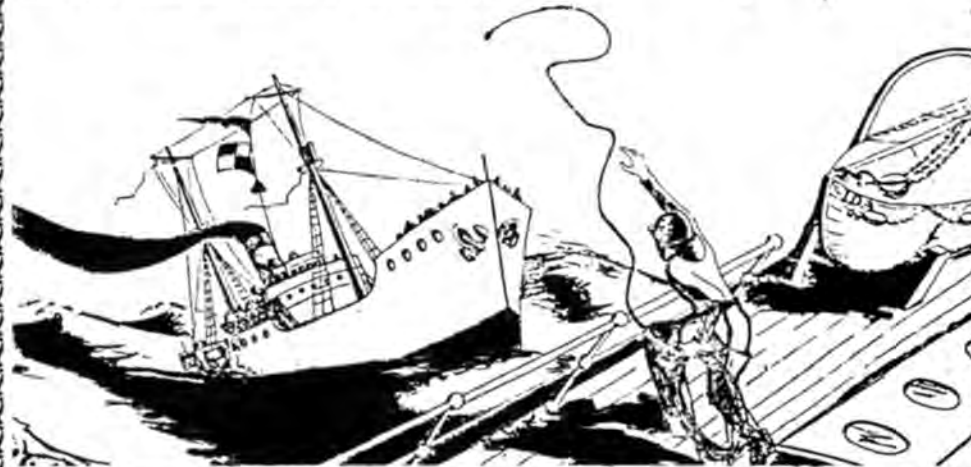
73 OH. Your prolific talents are really appreciated by the legions of pioneers you have smoked out into the open. Ray Green and I have been toasting you.

Yours sincerely,

Encl: Quiz, with answers.

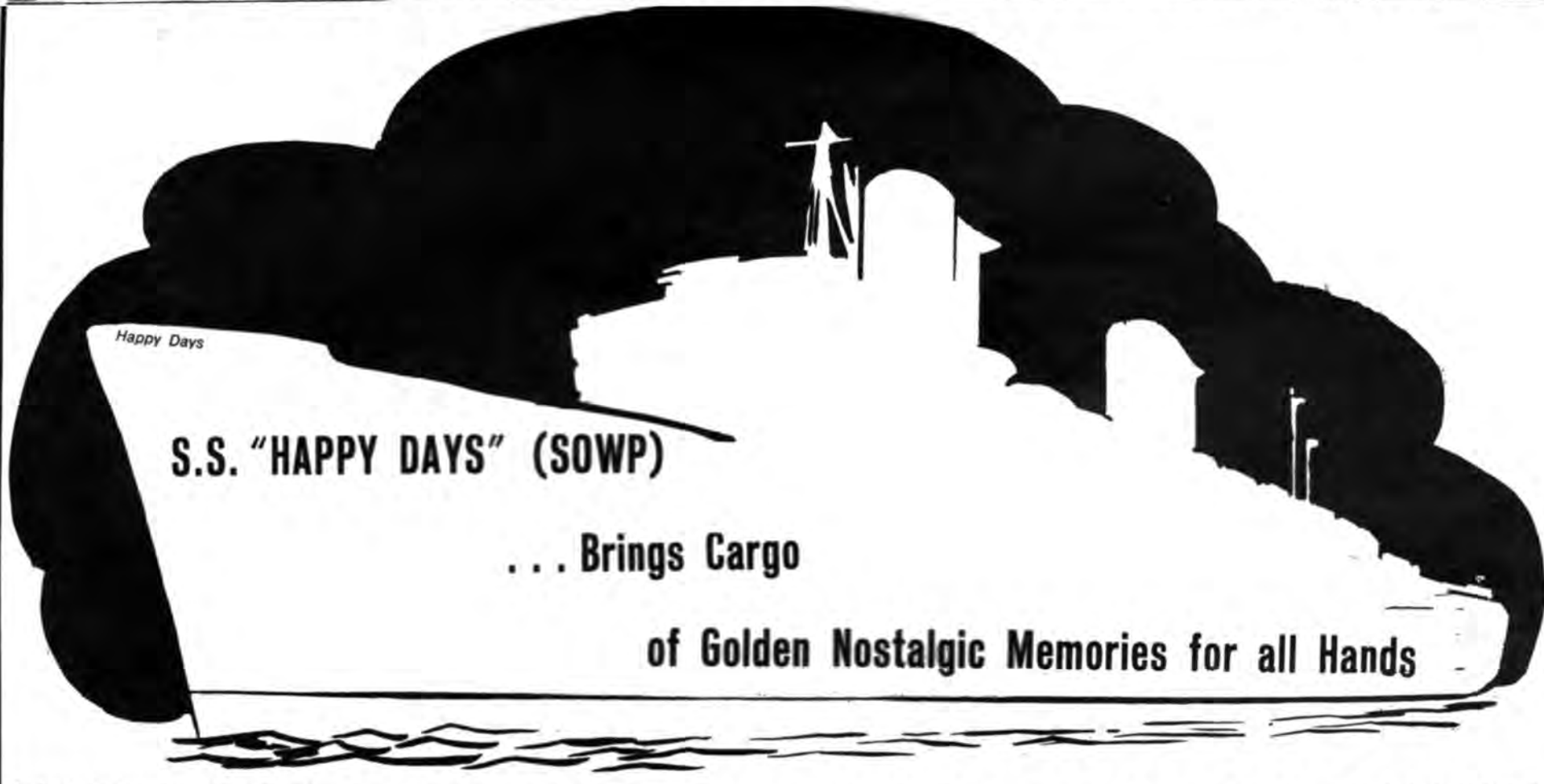
E.J. Quinby

Heading back to Summit NJ from here, -Alas!



20. What famous Wireless Pioneer coined the term TELEVISION? What title was bestowed on him?
21. Who described RADAR before it was invented (locating invisible objects by Hertzian wave reflections)?

NOTE: Send answers on "Jay" Quinby's Quiz to SOWP Sec. Prof. Herb.Scott, QTH: 477 Warwick Ave., San Leandro, CA 95477. He will check and list winner in next JOURNAL.



S.S. "HAPPY DAYS" (SOWP)

... Brings Cargo

of Golden Nostalgic Memories for all Hands

**SOWP SLOP CHEST**

**PRICE LIST Stores**

<b>PATCHES</b>	#3" . . . . .	\$ 1.50 ppd.
	#5" . . . . .	5.00 ppd.
	#8" . . . . .	6.00

**TACKETT ( Tie-Tac) Lapel Pins**

Due to recent price increase we have decided to not stock until further notice.

**LABELS (GUMMED) S.O.W.P. Illustrated**

- #1 - BLUE (3-3/4x1") below
  - #2 - Red, Round 1-3/4" \$1.00 per 100
- (If kind not specified we will ship 1/2 ea)

**BANNERETTES**

9 x 12" Wall Emblems . . . \$2.50 each ppd.

**DECALS** . . . 5" Yellow/blue . . \$1.00

**LABELS**



**DECALS**

**SOWP DECALS NOW AVAILABLE**

Those who have ordered the new decals report they are just 'great'. They are a dark blue on yellow background. The Society's Logo is centered between the words "WIRELESS" (above) and "PIONEERS" below. They measure 5 inches high by 3-1/2" wide. On heavy durable plastic resistant to water. They are really tops for your car or ham shack. Price \$1.00 each ppd. ( Send \$1 bill instead of check to eliminate clerical work in banking). We guarantee you'll like them or your money back. You will be proud to display them proudly.

**QSL**

**CARDS of DISTINCTION**

Many thousands of SOWP "QSL" Cards have gone out to members all over the world and as a result, we have received many many letters of appreciation, informing how attractive they are and how members enjoy the identity and affiliation they furnish.

See Page 30 for Special Offer on Shells

**SOWP SPECIAL**

Preprinted shells in quantity at low cost enable us to supply 'tailored' cards at a bargain. SASE for free sample

TYPE "A" KROMOCOTE STOCK

QUANTITY	Note	100	200	500	1000
Shells	1	2.00	4.00	9.50	18.25
Pkg/Mail cost	2	1.00	2.00	2.85	3.25
TOTAL (Shell)	3	3.00	6.00	12.35	21.50
Imprinting(*)	4	5.50	6.25	7.75	12.50
TOTAL(Printed)	5	8.50	12.25	20.10	34.00

**NOTE #1**

"SHELLS" are the QSL cards printed on the face in 2-colors(black & red) without member's copy. This is Slick Kromocote stock. If you wish to order shells only for imprinting by your printer, we can furnish shells on 110 Index Stock (our type "B") at the following prices: 100 @ \$2.75; 200 @ \$5.40; 500 @ \$11.10 and 1000 @ \$19.25. If you want insured, add 40 cents to above price. The 110 Index (B) stock is not as attractive as Type (A) Kromocote, but never-the-less it is a nice appearing card.

**NOTE #2**

Cost of packaging and shipping. Most will be sent PP or UPS. Price includes shipping but not insurance.

**NOTE #3**

Total cost except insurance for those wanting Type "A" Kromocote cards only.

**NOTE #4**

Cost of printing by Windsor Press. Copy will have to be furnished. Be sure copy is legible and correct.

**NOTE #5**

TOTAL COST OF IMPRINTED CARD except for insurance. Residents in California should add 6% tax of cost line 1 and 4 which is sent on to the printer.

Note: If color, other than black is desired, there is a cost of \$2.00. Cards are regular post card size 3-1/2 x 5-1/2 inches. Back(mailing) side is imprinted with usual QSO details.



A BEAUTIFUL PERSONAL IDENT OF YOUR SOWP MEMBERSHIP. RICH BLUE VELVET-LIKE EMBLEM AND TRIM ON A GOLD FELT BANNERETTE. CROSSBAR, GILT RAYON CORD & TASSELS. ITS A BEAUTY. \$2.50 PPD



Communicate !

**Join the Buckslip Club**

**STATIONERY**

Quantity	50	100	300
Letterheads	\$2 .00	3.75	10.00
Note Heads	1.75	3.25	9.00
Env. #10 Large	3.00	6.00	16.00
Env. #6 Small	2.25	3.75	11.00

**POSTAGE EXTRA**

Please add .75¢ for any order of 50 units; \$1.50 for first 100 and for each additional 100 units, 50¢ per hundred.

CANADIAN Please add \$1.00 for units of 100 or over. OTHER FOREIGN: Please add \$2.00 additional to above prices.

INSURANCE: Prices do not include insurance. If insurance is desired, add 40¢ for items to value of \$15.00 and 60¢ for items ordered valued above \$15.00.

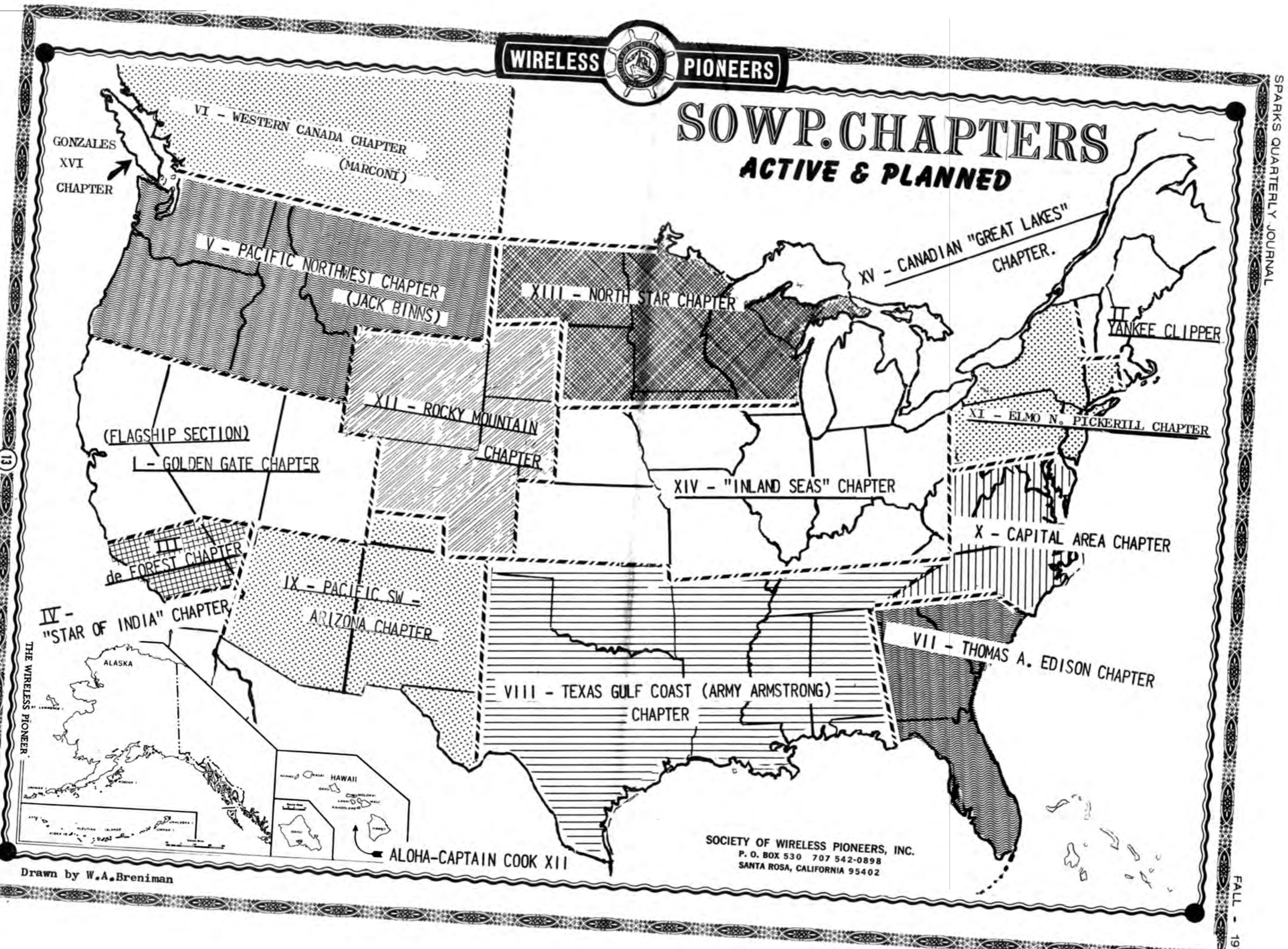
We will do our best to pack your order to the best of our ability and to withstand the wear and tear of handling through the postal system which at times is pretty hard on the package and contents. We will not be responsible for any items not insured.

SOCIETY OF WIRELESS PIONEERS, INC.  
P. O. BOX 530  
SANTA ROSA, CALIF. 95402

WIRELESS PIONEERS

# SOWP. CHAPTERS

## ACTIVE & PLANNED



13

THE WIRELESS PIONEER

Drawn by W.A. Breniman

SOCIETY OF WIRELESS PIONEERS, INC.  
P. O. BOX 530 707 542-0898  
SANTA ROSA, CALIFORNIA 95402



BOOK OF THE "WIRELESS PIONEER"

# Chapter Directory



## The 'Get-to-gether' Society



### CHAPTER OFFICERS

CHAPTER DIRECTORY LEGEND (ABBREVIATION OF OFFICES)

D	Chapter Director	CHOP	Chief Operator/Chap.
AD	Assistant Chapter Director	H	Chapter Historian
S	Chapter Secretary	C	Chapter Curator
T	Chapter Treasurer	M	Membership Chairman
S/T	Secretary-Treasurer	E	Editor, Chapter N.L.
PC	Program Chairman	AR	Area Representative

**GOLDEN GATE - 1**  
(Northern Calif., Western Nevada)  
**FRED B. MANGELSDORF - D-S/T W6ZK**  
44 Temelec Circle, Sonoma, CA 95476  
Phone: 707/996-1829  
COMING: Sea Wolf, Jack London Square, Oakland, CA. Feb. 11th 1978 11.30AM (also)  
VILLA CHARTIER, San Mateo, CA Saturday, May 13 1977. Other meetings and picnic will be announced.

**YANKEE CLIPPER - II**  
(New England, except Western CT.)  
To be formed in the Boston Area. Volunteers to organize and hold offices, invited.

**DR. LEE de FOREST III**  
(LA area, S. to Dana Pt., E to Las Vegas, AZ N to Fresno/Santa Maria & Bishop)  
**CHARLES D. MORRISON - D - W6VI**  
2034 Del Rosa Drive, Los Angeles, CA 90041  
Phone: 213/256-0842. Meeting schedules for 1978 not yet firmed up. There will be several.

**STAR OF INDIA - IV**  
(San Diego County, Riverside, E. to Yuma)  
**BRANDON "BRANDY" WENTWORTH - (D) K6UJ**  
460 Oak Street, Laguna Beach, CA 92651  
Phone: 714/497-1437.  
**Ernest F. Wilmshurst - W6KHA - Sec.**  
1495 Winterhaven Rd., Fallbrook, CA 92028.  
**M. G. "Ab" Abernathy - Tres. W6ABD**  
7280 Tait St. San Diego, CA 92111.  
Normal Spring meeting aboard Sailing Ship "Star of India". Fall meeting at Jolly Roger Restaurant in Oceanside. Schedule for 1978 not yet set up.

**JACK BINNS ( PACIFIC NORTHWEST - V**  
(WA, OR, MT, ID, AK)  
**KENNETH R. SULLIVAN - W7AGV (D)**  
11512 - 20th Ave. SW., Seattle, WA 98146  
Phone: 206/242--3005.  
**Theron C. "Van" Van Patten (S/T)**  
4849 Beach Dr. Seattle, WA 98116. 932/2839  
CHOP: Tom A. Jobs W7TU  
M: Geo. A. Onsum, 6418 S. Admiralty Way  
Freeland, WA 98249. W7IC  
H: Dr. Erskine H. Burton - W7SF.  
PORTLAND AREA REP: John A. Peel - W7LT  
4516 SE Adams St. Milwaukie, OR 97222.  
Phone: 503/654-2712 (Frequent meetings in area). Several meetings during year. 1978 - not yet scheduled.

**GUIELMO MARCHESE MARCONI - VI**  
(Western Canada, Yukon, Alberta, Pac. NW.)  
**ARTHUR W. "Bill" FILTNESS - VE7WZ (D) (E)**  
#1 - 1093 Nicola St. Vancouver BC V6G 2E3  
Phone: 604/683-2275.

**WILLIAM P. CORSON - (S/T) VE7PC**  
1011 - 8th Ave., New Westminster, BC V3M 2R5  
T: 604/526-6000.  
This Chapter has been very active with frequent meetings. Issues Newsletter quarterly  
NOTE: "Bill" Filtness, Acting Chapter Director is also CANADIAN DIRECTOR for the Society.

**THOMAS A. EDISON - VII**  
(Florida and S.E. USA)  
**WILLIAM C. "Bill" WILLMOT - K4TF (D) Acting.**  
1630 Venus St. Merritt Island, FL 32952  
T: 305/452-2090.  
**Wm E. Alexander (S) - W4GXL (S).** 118 North 15th St. Fernandia Beach, FL.32034.  
T: 904/261-6285.  
Last meeting: March 1977. Bill Willmot asks for volunteers willing to take offices of the Chapter to make it more active.

**TEXAS-GULF COAST (ARMSTRONG) VIII**  
(AR, MS, OK, TX, LA, TN)  
**GAROLD D. SEARS - W5AIR (D)**  
5634 Eskridge St. Houston, TX 77023. Phone: 713/923-5384.  
**L.F. "Ted" Heithecker - W5EJ (S)**  
Edmund Serur - W5CNO - (T)  
**GEORGE W. AHRENS W5JN (AD)** 3216 Townsend Dr. Dallas, TX 75229. T: 214/352-4797.  
Regretfully, the Society has not received information about meetings held (if any) or reply to inquiry re: activities except from Ass't Chapter Director Ahrens who has been ill. He reports plans underway to reactivate chapter with meeting in January.  
**AREA REPRESENTATIVES:**  
AR - Geo. Andrews N.TX-Ben Holloman  
MS-Ben.G.Benson LA-Geo. Andrews  
OK-Alban F. Hatzell TX-Coast-Edw J.Gaetz

**ARIZONA-PAC. SOUTHWEST - IX**  
(AZ, NM, So. Nev.)  
**JOSEPH A. FALBO (D)** 3875 N. Country Club No. 205, Tucson, AZ. 85716. T: 602/793-7482.  
**R.T. "Ray" Warner (S) K7JU/W7JU.** Director Reports plans for meeting early 1978.

**WASHINGTON, D.C. AREA - X**  
(Within periphery 150 miles, DCA)  
**ALLEN BARNEBEI - D**  
200 East Wayne Ave. Silver Spring, MD 20901. T: 301/585-3708  
**John H. Swafford (S)** 2025 N. Kensington St., Arlington, VA 22205. T: 703/536-9537  
**Emerson R. Mehrling - (T)** 10109 Blue Coat Dr. Fairfax, VA 22030. T: 703/273-0737  
CHOP: John H. Elrod - W3NVD.  
Schedules quite frequent meetings (usually at Black Angus, Falls Church). All members visiting the Capitol are invited to attend

**ELMO N. PICKERILL - XI**  
(Within periphery 200 miles to NY City)  
**MILTON SCHWARTZ (D) W2SF**  
166-36 24th Rd. Flushing NY 11537.  
T:212/352-7595.  
**GRANT NONNAMAKER (S/T) K2QXQ,** 212 Ward Ave Audubon, NJ 08106. T: 609/547-7982.  
**Herman A. Fischer (H) WA2QGV**  
**Donald B. Masten, SR. CHOP**  
Meets several times yearly. Large turnout.

**ROCKY MOUNTAIN - XII**  
(CO-WY-UT-W-KS-W.NE-N.NM)  
Inactive. Volunteers invited to form this Chapter, perhaps in the Denver area.

**INLAND SEAS CHAPTER - XIV**  
(IL, IN, OH, WI, MI)  
Inactive. Volunteers invited to form Chapter HQ. Chicago area but not necessary

**CANADIAN-GREAT LAKES (NORTH SHORE) XV**  
(Ontario, Quebec)  
**KENNETH J. "Ken" TAYLOR - (D) VE3DND**  
86 Marlborough St. Guelph, Ont. N1E 3X8  
Phone: 519/823-1020.  
**"Iz" KANDEL - (S/T) VE3HEH;** 94 Neptune Dr Apt.3, Toronto, Ont. M6A 1X4

**GONZALES - VANCOUVER ISLAND - XVI**  
(Vancouver Island, British Columbia)  
**LEONARD A. "Len" POLACK (D) VE7ZH**  
3111 Wood Park Drive, Victoria, BC, V9C 1P2. T: 604/478-2180  
**John W. "Jack" Bowerman - (Honorary Director)**  
**David A. Smith (S/T) VE7DBJ - 1418 Newport Ave., Apt. 110, Victoria, BC V8S 5E9**  
T: 604/598-2157. Holds frequent meetings.

**ENGLAND & BRITISH ISLANDS.**  
**JOHN A. EDWARDS (D/ST) G4BVA.** 81 Hunter Ave., Shenfield (Nr. Brentwood) Essex, Eng. CM15 8PF

**NORTHWESTERN EUROPE**  
(Holland, Germany, France, Denmark, Belgium Norway, Sweden)  
**CORNELIS "Cor" GLERUM (D-S/T) PAØGL**  
Nieuwe Kerkplein 29, Schore 36 (Zeeland) Netherlands 3616.

**SOUTHERN CROSS CHAPTER**  
**FRANK A. CAREY (D) VK2AMI (Also CHOP)**  
142 Seville St. Fairfield NSW, 2165, Australia. T: 7277581.  
**Wm J. "Bill" O'Brien (AR) 45 Murray St.,** Pymont, NSW 2009, Australia. T: 560-6144.

**EDELWEISS CHAPTER - SWITZERLAND**  
**ERIC WALTER - (D)**  
Bucklerstr. 20, 8181 Hori, Switzerland.

**INDIA - SE ASIA**  
**LtCol. DADY S. MAJOR (AR)**  
Petit Mansion - 85 Sleanor Road, Bombay, India T: 400 007. (VU2MD)

**CHAPTER MEMBERSHIP**  
Most Chapter do not restrict membership to those in chapter area only. Conversely, you are welcome to join and support any chapter of your choosing, - or several if you like. It is hoped you will support each Chapter with a small donation (as set by the individual chapters) to help in publishing their Newsletters, Memo's of meetings etc. Chapter officers donate their time -- a real dedicated group. May we suggest you show your appreciation and help keep the chapters going by attending their meetings regularly. It is all in the name of good fellowship. We think you will be repaid a hundred-fold in the enjoyment you receive in 'eye-ball' QSO's with old friends and shipmates --- and new ones you have heard about for years but have never met.

**OUR DEDICATED CHAPTER OFFICERS**  
We would like to take this occasion to express our deep appreciation to all Chapter Officers for the wonderful service they are providing the Society and Chapter members. They volunteer their service, time and talent. Please take the opportunity of expressing your thanks to them ... also an offer to volunteer and assist in any way will be very much appreciated.

**NEW MEMBERS**  
You are invited to contact officer of any Chapter in your area. He will be glad to furnish data on meetings, etc.



# S.O.W.P. CHAPTER NEWS

## CALL FOR NEWS

Regretfully, not all Chapters responded to our "Call for News" carried on Page 1 of the Skipper's Log No. 77-24 of Nov. 15, 1977.

Lack of response was not totally unexpected as it is realized we have a new publication and all Chapters and members can not be expected to be 'totally aboard (in toto) on a new program. We are grateful however to those Chapters which did respond and here-with publish their contributions and reports. We hope that once the system is set in motion that response quarterly will be automatic.

We are hopeful that Chapter reports can be funneled through the Chairman PR & Chapters so that he can arrange copy ready material to fit this format. At least we will try this arrangement on our next Quarterly. The date of "Call for News" will appear in the "LOG" furnished all Chapters.

### GOLDEN GATE CHAPTER

Director Fred Mangelsdorf reported meetings Feb. 12th at the Sea Wolf in Jack London Sq Villa Chartier May 14th and a picnic at the Armstrong Redwood State Park. All very well attended. Plans have already been made for a repeat of the Sea Wolf and Villa meetings. There may however be a change in picnic arrangements. Also other meetings are being considered for other areas such as San Francisco, Sacramento, etc. Also change in picnic arrangements. Fred has been carrying the load of Director plus that of Secretary and Treasurer. He invites volunteers who may be willing and able to assist in Chapter activities. Drop him a line or give him a call. Estimated that over 200 attended the 3 meetings in 1977.

### REPORTED BY WASHINGTON AREA CHAPTER X

Allen Barnabei, Director, Capital Area (X) reports that three (3) meetings have been held since June 1977; namely 23 July; 24-Sept and 19 Nov. Member attendance has been increasing with each meeting and the largest number attending a Chapter (X) meeting was recorded on 19 November.

Our meeting location is the Black Angus Restaurant, 7260 Arlington Blvd., Falls Church Virginia on Rt. 50, opposite Loehmann's Plaza and they have always been held on Saturday beginning at 12:30PM. We try to adjourn no later than 4PM. There is whole-hearted support for this schedule and we have quite a number of members who drive over 50 miles and a few who drive over 100 miles to attend our meetings.

In addition to conducting the business of the Chapter at each session, we also provide for an interesting and topical presentation by a member of the Chapter or someone in the Washington Metropolitan Area who is responsible and a recognized expert in the telecommunications field.

I am not only happy, but proud to report that Chapter (X) has a very loyal and dedicated group of members wives who never miss a meeting. Their interest in our program is very evident and for this we are most grateful.

The slate of officers, duly elected at the Nov. 19th meeting, who will carry on in the calendar year 1978 are: Director, Allen Barnabei; Secretary John Swafford and Treasurer, Emerson Mehrling.

We have tentatively selected 25 Feb. 1978 as our first meeting in the new year. We enjoyed a dramatic rise in membership in 1977 and we hope to surpass it in 1978.

From the banks of the Potomac River, or what is presently referred to as "Peanut Country North", all of us in Chapter Ten with the best of everything in '78 to each and every SOWP member and their loved ones.

### ARIZONA-SW CHAPTER IX

Joe Falbo reported that a wonderful time was had by those attending the Chapter meeting May 2nd in Mesa. Says more no doubt would have attended had the notices have gone out sooner. Joe wishes to inform all members in Chapter IX area that he does plan a meeting, perhaps January and it will probably be at the Francisco Grande Hotel in Gila Bend so that members (majority) will have an equal distance from PHX and TUC area to travel. A memo will be sent all Chapter members as soon as details have been finalized. Joe wishes to send 73 to all.

### DR. LEE de FOREST CHAPTER III

Fred M. Winckel/W6QQB reported for Charlie Morrison Director who is on an extended trip (cruise) to the Caribbean. Fred reports that a very successful get-together was held on Oct. 29th at the Schlitz Brown Bottle restaurant in Van Nuys. It was a charming place to meet, service excellent and the real 'kicker' was sampling of all various Schlitz beers and products free of charge to thirsty SOWP members attending. The Chapter was honored in having Maria de Forest attend (Guest of Honor). Senior Vice President was M/C, making members and wives welcome in his usual genial fashion. Many 'goodies' in the nature of prizes were also awarded (and in which many XYL's shared). Program for next year has not yet been set up but be assured that the occasion will be in 'tune' with the rapid growth the Chapter is experiencing.

### STAR OF INDIA CHAPTER REPORTING

Brandon "Brandy" Wentworth reported that the Chapter had a very outstanding year. Two major meetings, One on April 21 aboard the STAR OF INDIA pulled members from 'far away places' such as Alohaland and some of the other states. It was indeed unique and one we will always remember. The second great BASH was at the Jolly Roger... and what a day it was! Sept. 10th and the JR was bulging at the seams... filled to capacity.. and beyond with SOWP'ers and friends from all over the country. Plans have not been formalized for 1978 YET but they will be. (Expressed thanks for such fine aides-de-camp — "Ab" Abernathy and Ernie Wilmshurst.

### THE MAPLE LEAF NEWSLETTER (EXTRACTS)

The "Maple Leaf" NL has been issued regularly for about 7 years. The last was Vol. 7 No. 3. Editor: Bill Filtness, our very steadfast and dependable Canadian Director. We feel very fortunate in having a member with such great dedication and devotion to the Society on our team. Here are some extracts from his latest Newsletter which is datelined from Vancouver, British Columbia.

Records picnic July 27th at Half Moon Bay BC at 'look-out' home of the Morgans overlooking Georgia Straits. All Chapter VI enjoyed the day. Next a "Musical" dinner on Aug. 15 at the Organ Grinder Restaurant (Musical pizza eatery)... The db level inhibited much conversation (done later in the parking lot)

Note from Canadian Great Lake Chapter XV

Member Ray Weigland had to resign as Treasurer of Chapter due ill health. Membership Chairman Izz' Kandel has taken over duties as Treasurer protem. MARCONI CHAPTER VI held a social luncheon Sept. 16th in Vancouver and the GONZALES CHAPTER XVI held their luncheon meeting at the Village Green Inn, Duncan, BC Sept. 24th (mid-point on Vancouver Island Gonzalas Chapter XVI SSB/CW net on 3740 khz at 1600 (or 4PM local) time each Sunday afternoon. Len Polack CHOP and Arnold Ginniver Alternate. Calls VE7ZP Len and VE7GY Arnold. A great deal of enthusiasm but most 'overlooked' the schedule first time around. Len Polack reported Gordon Titus of Chapter XV as a silent key (we had not received the report) Gordon was member 1611-SGP. "Bill" Filtness reports visit of Geo. Schuthe, 1379 P from Ottawa in Oct (missed meeting by one day). Chapter VI Nov. 26th and XVI in Dec. Will report later. Bill Filtness.

### THOMAS A. EDISON CHAPTER. VII

Acting Director reports the Chapter has not been active except for one meeting during the year. He is so QRL on other assignments he NEEDS HELP. Open invitation to any in Chapter VII area to volunteer to get Chapter out of drydock and underway again. We need your help. You will enjoy the contacts. Why not call or write Bill Willmot today. K4TF. 1630 Venus St. Merritt Island Fla 32952. Phone: 305/452-2090.

### ELMO N. PICKERILL XI

The Chapter has held two well attended meetings during the year. The first April 21st and last 15 Sept. where new officers were installed. Milt Schwartz took over from Hermann A. 'Bud' Fischer as Director; Grant Nonnamaker 2097-P became Secretary vice Don Masten and Bud Fischer became Historian for the Chapter. (Nonnamaker K2QXQ is also the Treasurer.) Mr. Ed Raser was honored at the last meeting by being presented with the Society's "WIRELESS ACHIEVEMENT AWARD" and having Sept. 15th designated as the "Ed Raser Day". The Chapter was very active during the year ... thanks to Messrs. Fischer and Masten.

### JACK BINNS (PACIFIC NW CHAPTER) V

The Chapter held two well attended meetings during the year, both at the "Dog House Restaurant". The first on April 1st and the second Oct. 8th at which President Breniman and wife were honored guests. Due to health reasons Earl Baker had to withdraw as Director and Kenneth Sullivan replaced him at the helm. The Portland Area group - John Peel (AD) has been holding meetings of members in the area about once a month or every six weeks. A good turn-out is always experienced and the fellows have a wonderful chance to visit their old friends.

### GULF COAST - ROY E. ARMSTRONG CHAPTER VIII

We have had little input from the Chapter during the past year and Chapter Officers have not responded to our request/s for information. We have finally received a letter from Ass't. Director George Ahrens who has had much illness in his family. He indicates the chapter has been quite inactive for the past year. George says he will try to initiate some action by Jan. 78 for chapter activities and meetings in the future. (Thanks to you George).

### GREAT BRITAIN CHAPTER

Director John A. Edwards has kept the Chapter quite active. We received NL-5 and had planned to publish in entirety but space does not suffice. (will try include next issue of the Journal). Sends 73 to all.

# SOWP NETS & SCHEDULES

SOWP NETS & SCHEDULES.									
NO.	NET(CW)	AREA COVERED	DAY OF WEEK	TZ	LOCAL	GMT	FCY	CHOP	ANCS
1.	Pickerill	ME MA CT NY NJ PA OH	Mon	E	0900	1400	3670	W3FYD Jack/ W2ZI Ed	
	Do	Do	TUE THU	E	1900	2400	3670	DO DO	
2.	Edison	Fl Ga SC Ala Tn	Sun	E	1400	1900	7053/7063	K4TF B111.	
3.	PAC COAST	CA AZ NV OR WA BC	THU	P	2000	0400	3555	W6RNC Fred W6UH Ray.	
			Fri	P	1530	2330	7084	K6KHA Ernie	
4.	TRANSCON	US CAN HOLLAND	THU	C	1000	1600	14125	W5QKU Oscar. 14097 W6IC George	
	TRANSCON 2	DO "	TUE	C	1000	1600	14125	W5QKU Oscar 14097 K4NP VIC	
5.	YANKEE EASTERN	ME NH VT MA	SAT	E	1000	1500	7040	W1DIU Bus K2IC Earl	
6.	Capital Area	D.C. DE MD	Wed 1 & 3	E	2030	0430	3550	W3NVD John.	
7.	Jack Binns	Pac NW BC Etc	TUE	P	2000	0400	3555	W7LQ Ray W7AYP Stan.	
8.	Avocado	So Calif	Daily	P	0830	1630	7084	W6KHA Ernie W6YD Ray	
	Do	Do	Do	P	1500	2300	7084	W6KHA Ernie W6YD Ray.	
9.	Transpac	WC HI Australia	Fri	P	0500	1300	14010	K6UJ Brandy W6TH Edmer	
10.	See Net F. Below								

**SSB Phone Nets.**

A.	Happy Hour So Cal	Mon	P	1545	2345	3945	W6QQB Fred W6RNZ Harry
	Do Do	Thu Fri	P	1630	0030	3945	W6QQB Fred W6RNZ Harry
B.	Golden Gate Happy Hour	Daily	P	1700	0100	3945	W6OFL Holgy
C.	Pickerill (SAME AS Nr.1)	Sun	E	1415	1915	3917	W2SF Milt W2ZI Ed.
	Do Do	Thu	E	0930	1430	3917	W2LEL Don
D.	Foggy Bottom DC Area	Tue 2 & 4	E	1000	1500	3967	W3DUG Jake
E.	WESCAN	Week Days	P	0845	1645	3740	VE7WZ Bill
	FM	Week Days1	P	0915	1715	147.3	VE7WZ Bill VE7GY Arnie
F.	Gonzales SSB/CW NET	Sun	P	1600	2400	3740	VE7ZH Len

(NOTE: ALL SCHEDULES SUBJECT CHANGE W/O NOTICE)

COMMENTS RE: SCHEDULES AND THE CHANGES SINCE LAST PUBLICATION. BY - OSCAR W5QKU

Schedules may not be 100% complete as some nets did not respond to inquiry. WESCAN NET was dropped as it was absorbed into the JACK BINNS NET (CW) The TEXAS NET does not appear operative.No response from Net Officials and not heard on schedules at times monitored. It has been dropped from listing/s.

On the nets listed, I give local time of the NCS as I feel sure our members can dope out the local time that applies to them.

Where alternate fcy given it is either to right of reg fcy ( for instance 7053/7063 or the Alt. fcy. is under the normal fcy.

SUGGESTION: It would be helpful in making changes of listings to have net official write up the schedule corresponding to the listing in schedules on this page

**NET NOTES**

EDISON NET ... Alive & Healthy ! Check-ins increasing, many from outside geographical area, like WB2NCC etc. Bill Wilimot.

**TRANSCON NET**

Doing Okay. Now have a few Canadians checking in reg. additional to Cor PA0GL... Canadians are "good ops" ditto Cor. de W5QKU

**PICKERILL NET**

Monday AM ... FB. Evening so-so. (perhaps competing with CHARLIES ANGELS OR HAWAII 5-0 ??? de W3FYD.

Sometimes wonder how Bill Brennan does it all ! This was a big job in itself but only a small portion of the JOURNAL as a whole. I almost had me down but with help, we'll keep on top and furnish next Skedual on time and in condx so Bill won't have to do much but 'fit it in' 73

NO.	NAME-CHIEF OPERATOR NET	CALL	PHONE	QTH-MAIL	C.W. NETS
1.	J. "Jack" Stanley Schantz	W3FYD	215/646-1921	612 Randolph Ave., Fort Washinton, PA 19034	
2.	Wm. C. "Bill" Willmot	K4TF	305/452-2090	1630 Venus St., Merritt Island, FL 32952.	
3.	Fred E. Huntley	W6RNC	NL	P.O. Box 478, Nevada City, CA 95959	
4.	Oscar T. Harrison	W5QKU	713/353-2724	422 Artesia, Spring, TX 77373..... SOWP CHIEF OPERATOR	
	George L. Meek	W6IC	707/964-2607	P.O. Box 892, Fort Bragg, CA 95437 (Relief COPY SOWP NETS)	
5.	Sebastian "Bus" Gahm	W1DIU	617/925-2490	118 Edgewater Road, Hull MA 02045	
6.	John N. Elrod	W3NVD	301/292-3286	10933 Riverview Road, Silesia, MD 20022	
7.	Thomas R. "Ray" Runnells	W7LQ	206/878-2881	24704 - 11th Ave. South, Kent, WA 98031	
8.	Ernest F. "Ernie" Wilmshurst	W6HKA	714/728-6238	1495 Winter Haven Road, Fallbrook, CA 92028	
9.	Brandon "Brandy" Wentworth	K6UJ	714/497-1437	460 Oak Street, Laguna Beach, CA 92651	

**PHONE NETS SSB**

A.	Fred M. Winckel	W6QQB	213/664-2388	2070 Balmer Drive, Los Angeles, CA 90039
B.	Emil A. "Holgy" Holgerson	W6OFL	408/726-4052	401 Poplar Street, Half Moon Bay, CA 94019
C.	Milton Schwartz (Milt)	W2SF	212/352-7595	166-36 24th Road, Flushing, NY 11357
C.(1)	Donald B. Masten, Sr. (Don)	W2LEL	914/565-2693	McIntosh Place, Apt. 103, Newburgh, NY 12550
D.	Max M. "Jake" Jacobson	W3DUG	301/774-7583	612 Ednor Road, Silver Spring, MD 20904
E.	Arthur W. "Bill" Filtness	VE7WZ	604/683-2275	#1-1093 Nicola St., Vancouver, BC Canada V6G 2E3
F.	Leonard A. "Len" Polack	VE7ZH	604/478-2180	3111 Wood Park Drive, Colwood, Victoria, BC Canada V9C 1P2

**SPECIAL NOTE**

Please report changes in NET SCHEDULES, including CHOP/ANCS etc. to Mr. OSCAR T. HARRISON, W5QKU, 422 Artesia, Spring, TX 77373 (send copy to H.Q.) Needed to correct listing in above nets and officers. Also furnish vital information to our CHOP in case new nets are established or old nets are discontinued. CALL: CQ SOWP de (Call) at 55 minutes past any hour on 3555 kHz. You 'just might' contact a brother SOWP member.

**NEW MEMBERS**

You are invited to join any of the above nets. Other nets are encouraged for areas where we do not have nets at present. NEW MEMBERS are invited to write the Chief Operator (CHOP) of the net listed below about participation, schedules or information. It is requested that a S.A.S.E. be enclosed for reply when you write.(CHOP's) volunteer their time - do not ask them to pay for postage. Phone numbers (Twisted-Pair) are included in case you wish to call by same. Please call any errors in listing to our attention without delay. Schedules will only be published every 2nd or 3rd issue of the Journal depending on changes. Data changes during the past period preceeding the new Quarterly hill carry corrections and changes our schedules. W.A.B.

**SOCIETY NETS**

Please do not handle Society business on Society Nets. It goes without saying that 'PROFESSIONALS' operate the SOWP nets, hence we should be mindful at all times to conduct our operations as an example to others. We have built a fine reputation in our field so lets keep it that way. Thank you.



Dedicated to Wireless & Radio Telegraphers - the World Over



Oscar T. Harrison

"CHIEF OP"..Oscar T. Harrison W5QKU is another of our very dedicated officers and members. He has headed up the SOWP NETS for the last two years and has turned in a superb performance for which we all owe him a large measure of thanks. Oscar and XYL Nadean live in Spring Texas where their QTH is 422 Artesia, 77373.

Oscar says that while sliding code over the air is fun - you really don't join a SOWP NET to handle traffic. You join it for a reunion with your brother members all over the world... just to turn back the pages of time ... if you don't have a station, why not buy a receiver and tune in? It will afford much enjoyment in listening to your old shipmates. There is an inner glow of satisfaction of enjoying their company even if you are miles away. You really don't know what your are missing unless you have 'tuned in' lately.



SOWP 'QSO' PARTY

The Second Annual QSO Party held June 3-4 1977 was such a success that we have decide to hold QSO PARTY NUMBER 3. It will be scheduled for the week-end of JUNE 3 & 4th 1978. This will allow for world-wide participation the party will run for the full 48-hour GMT period. To commemorate the event, we will again issue Certificates to all members who participate.

The last QSO PARTY held June 3 & 4th saw over 166 members participating in the event. All had a wonderful time and have many pleasant memories of the event.

Suggested frequencies are 55 khz up from the low end of each amateur band. For members with novice licenses, it is suggested they use the middle part of each novice band.

Exchange of information should include members 'Serial' as a minimum. Other information and 'rag-chewing' is optional. The call will be ....CQ SOWP.

William (Bill) Willmot K4TF (VP PR & Chap.) will be the Party Coordinator and all suggestions should be made to him ASSAP.

To keep Society operating costs down, members desiring a Certificate must include return postage with their log submissions or report. Additional information on the QSO PARTY will appear in coming issues of the SPARKS JOURNAL. The main thing to do now is to mark down and reserve this date for the "BIG" Party this coming Spring.

If you wish to write Bill Willmot his QTH is 1630 Venus St. Merritt Island, FL 32952.

Changes ... Amateur Calls

CHANGES IN CALL LETTERS REPORTED BY MEMBERS

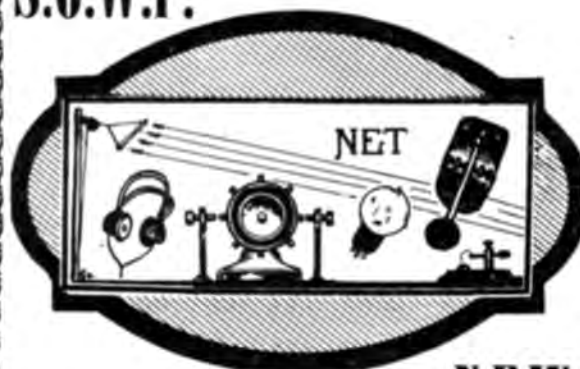
MEMBER	QTH	NEW CALL	DELETE
NELSON, WILLIAM	SOLANO BEACH, CA.	N6PW	WA6ETH
FERGUSON, RAY D.	FLETCHER, NC	N4OF	WD4CEK
PARR, JOE R.	VENTURA, CA	N6CZ	K7YUD
MAIA, FREDERICK O.	RICHARDSON, TX.	W5YI	W5UTT
WALWORTH, FREDERICK	DALLAS, TX	N5ET	K5CK
BROWN, CHARLES A.	LEESVILLE, LA	N5CB	WB5FZJ
STOPKA, WILLIAM J.	CHICAGO, IL	W9IH	W9UJQ
BARTHOLOMEW, FRED G.	PARKER, AZ	N7BL	WA7VBJ
DURKEE, KENNETH M.	LAFAYETTE, CA	K6OE	K6JZR
BERNADYN, WALTER P.	MAHWAH, NJ	W2PF	W2FPM
TAYLOR, COL. J. WESLEY	WICHITA FALLS, TX.	WB5TSS	WB5ISK
MEANS, PAUL S.	ROCKLEDGE, FL	WD4BKO	WD4BYO
SMITH, MAXWELL G.	LAKESWOOD, CA	K6HL	K7DK
COBURN, ERIC D.	NEDERLAND, TX	WD5CHA	=====
GUNDERSON, LINDA	OLD BRIDGE, NJ	W2LY	W2CUX
MADIOL, ARNOLD	GRAND HAVEN, MI	WD8JIV	=====
NICHOLAS, FRANK W.	MANKATO, MN	W0VC	W3GQM
HIRSCH, RALPH M.	WOODBIDGE, CT	K1RH	WA1TIL
ANDERSON, ELIZABETH L.	NOW ENROUTE INDONESIA (NEW QTH)	VE7BIP/PA PA9ELA	

'QSL' & 'Q' Cards

SOWP "QSL" & "Q" CARDS

QSL CARDS... Turn to Page 12 for prices and information on some of the most attractive cards used today. "Q" Cards - a real buy For correspondence. See Page 30.

S.O.W.P.



NEWS

Historical

Nearly 9 years ago our first President, Richard Johnston started the SOWP CW NET from his station K6FQ on the evening of Oct. 9th 1968. A handful of 'old-timers' checked in that night but it was the beginning of what has become quite a sizable organization. We think "Dick" or "RJ" as he was known to many deserves great credit for starting a project that has brought so much joy and happiness to so many members over the years. Our beloved "Dick" became a Silent Key, Oct. 9 1972. The SOWP NETS are a living memorial to this very fine gentleman.

It was Dick's idea that while not all members had amateur stations, it would provide those who did with a time and spot on the dial for them to again contact some of their old shipmates and would let them limber up their CW fists once again, which he thought many would enjoy . . . and indeed they have.

Some very mature thought has gone into the 'reason and purpose' of SOWP NETS over the past years and we are pleased to bring you a bit of philosophy developed by Area Director "Pete" Fernandez -W4SM and Wm. C. "Bill" Willmot - K4JPF, Vice President P&R, which we think "fit in" with Society objectives and purpose. It reads as follows:

SOCIETY & CHAPTER NETS

Perhaps some of the members of the Society see our "Nets" as a typical traffic handling medium. Nothing could be further from the truth.

SOWP NETS, both Society and Chapter, were established to provide a means whereby members with amateur licenses could get together periodically for an on-the-air meeting and rag-chewing. Additionally, to provide non-amateur members who have receivers capable of copying "hem" bands, a chance to listen in and keep abreast of recent happenings of the Society, their chapters and members.

Society/Chapter Nets, usually start off with the Chief Operator (CHOP) or alternate making a general call and then sending out a general bulletin consisting of the names of new members, changes of address, silent keys and other items of interest to the members. Stations monitoring are then invited to check in and make a few comments or to arrange with other stations checked-in to "QSY" for a 'rag-chew' off frequency. It is the one time and place that members can be sure of meeting other members on the air.

The SOWP net/s are social and fraternal nets. There is no commitment on the part of anyone ( other than the Chief Operator) to check-in regularly or at all. However, members who have the interest and the time are always very welcome. We hope all members will listen in occasionally, and when the spirit moves you, we hope you'll give the Chief Operator a call. You'll be glad you did. "

o0o

SPARKS QUARTERLY JOURNAL (30) 12-15-77 C.K.

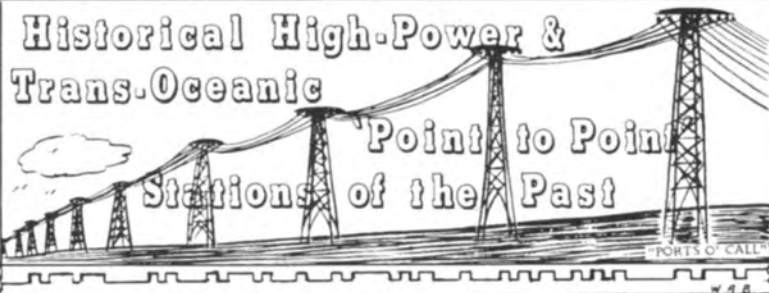


ALGIERS

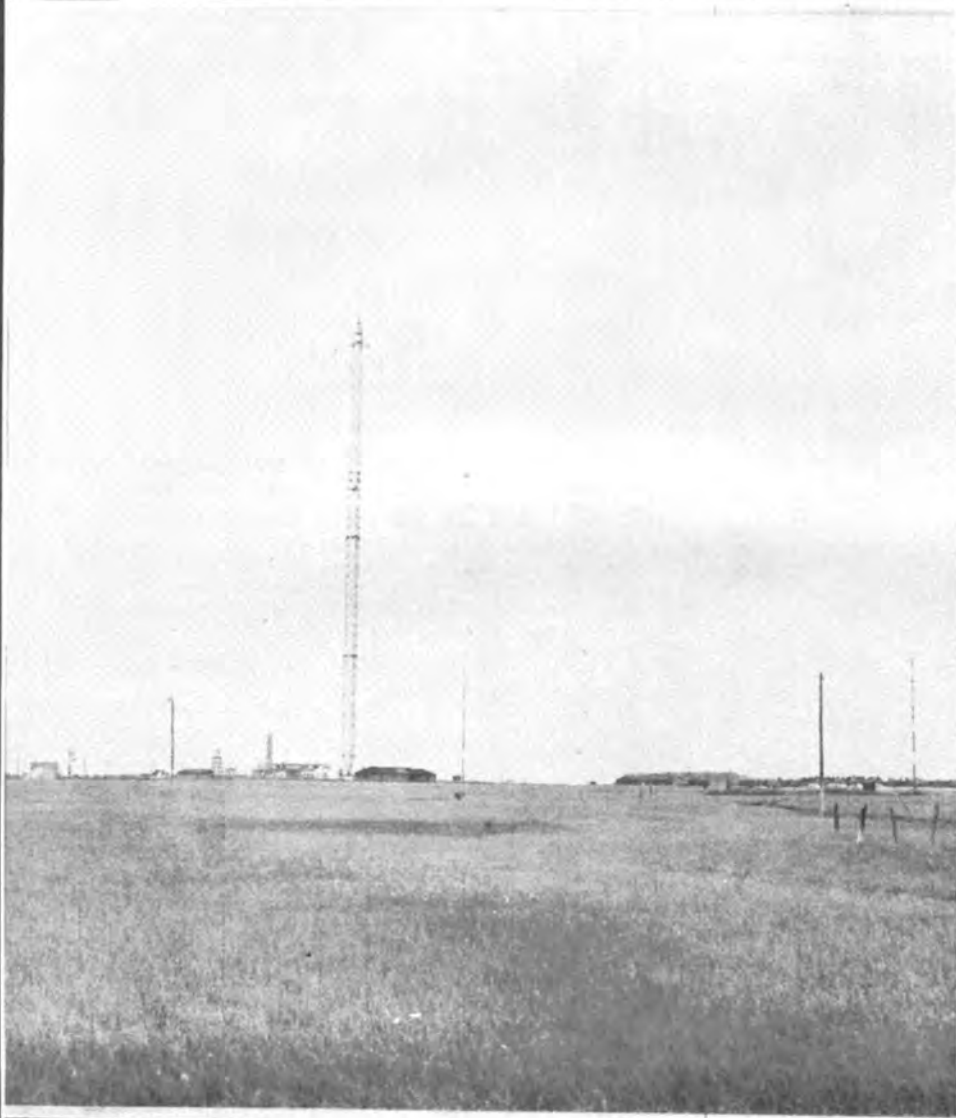
"MY BROTHER IS A RADIO OFFICER ON A TRUCK"



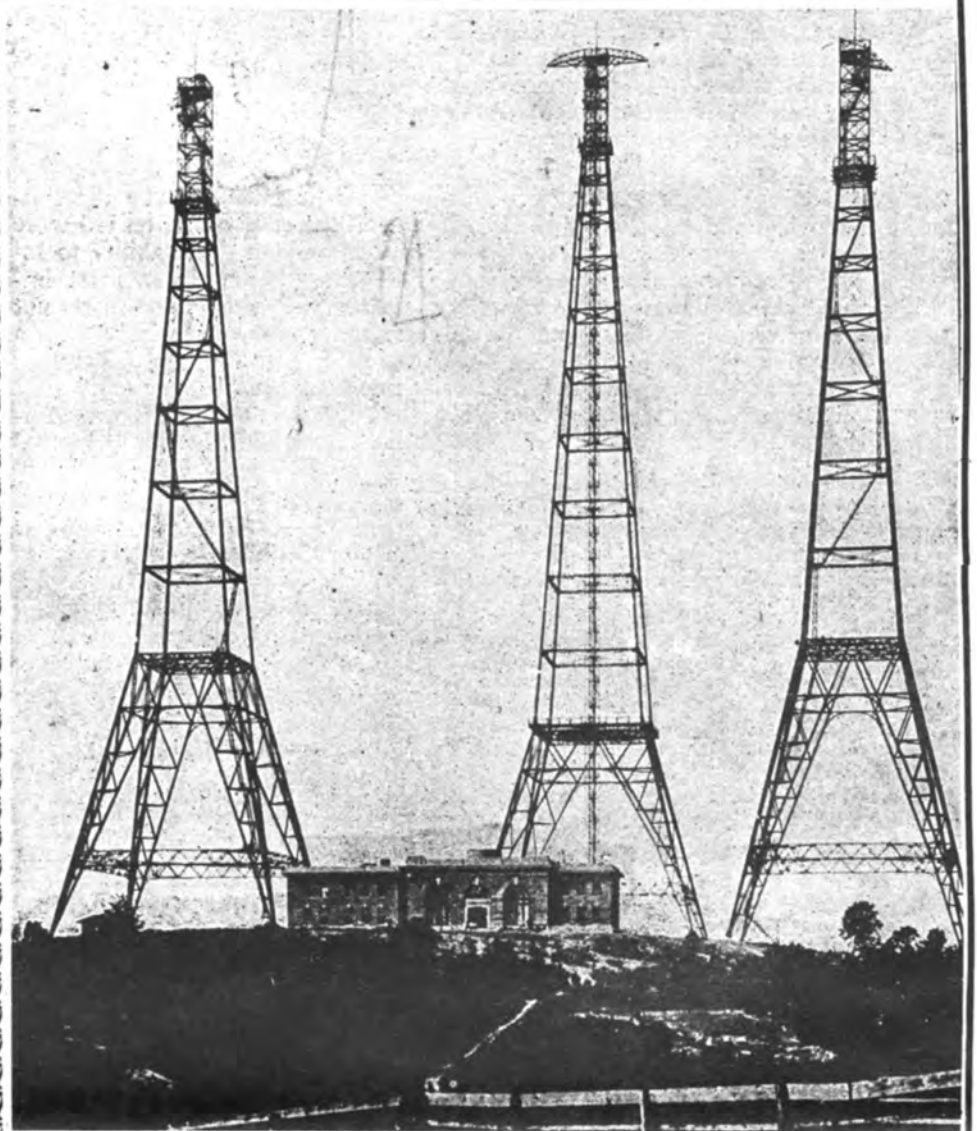
Historical High-Power & Trans-Oceanic 'Point to Point' Stations of the Past



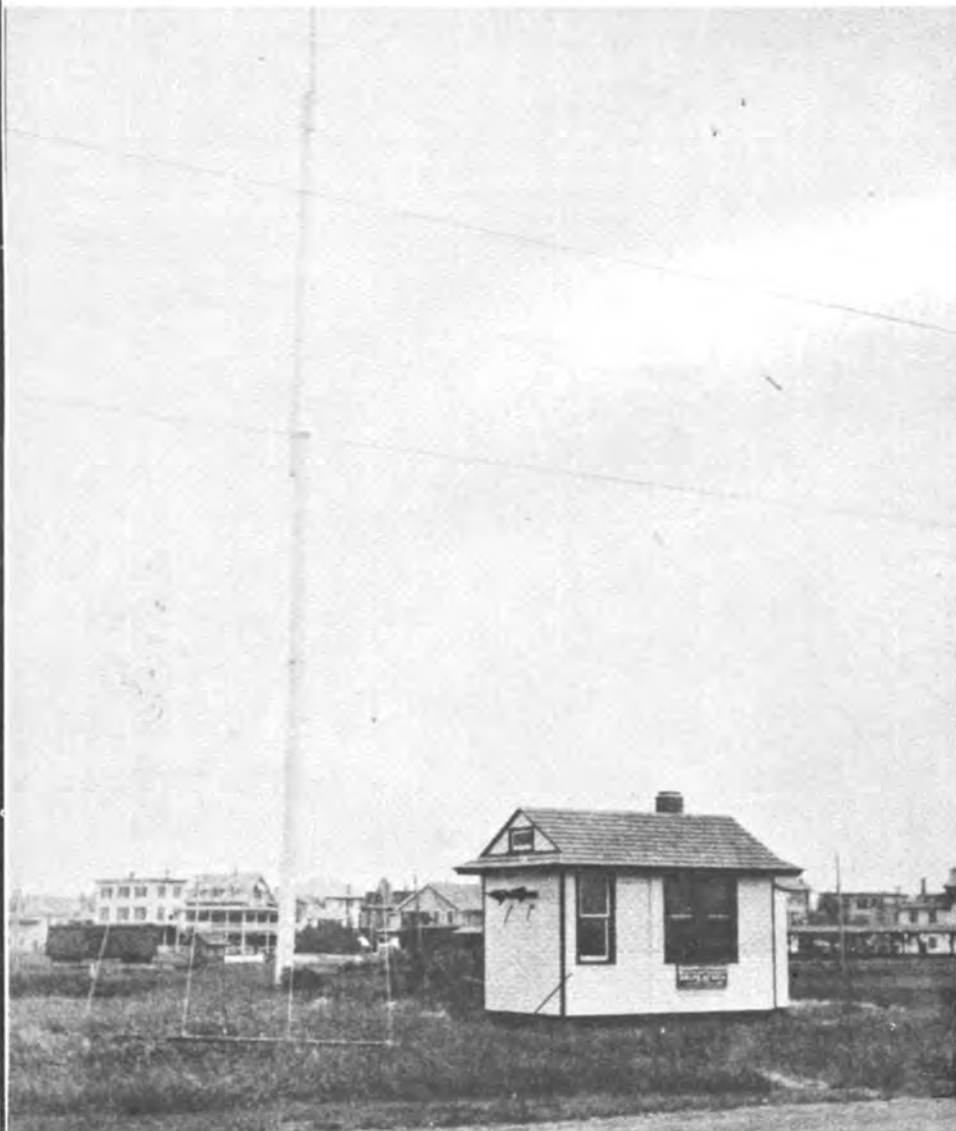
# FAMOUS WIRELESS STATIONS



STATION WGG - TUCKERTON NJ. Built in 1911 for trans-Atlantic service it became the 'hotbed' of German espionage during WW-1. Commandeered by USN when caught 'red-handed' sending information to German subs attacking Allied shipping. Call became NWW for Navy. Plant was demolished in 1955.



STATION NAA - ARLINGTON Commissioned 13 Feb. 1913 (Howeth) with Fessenden equipment (100 kw unit). At about this time a 30-KW Federal arc unit was also installed which proved more efficient. Radio "Virginia" as the station was known was started in 1911. It was completed 10 Dec. 1912. It was placed in official operation 13 Feb. 1913.

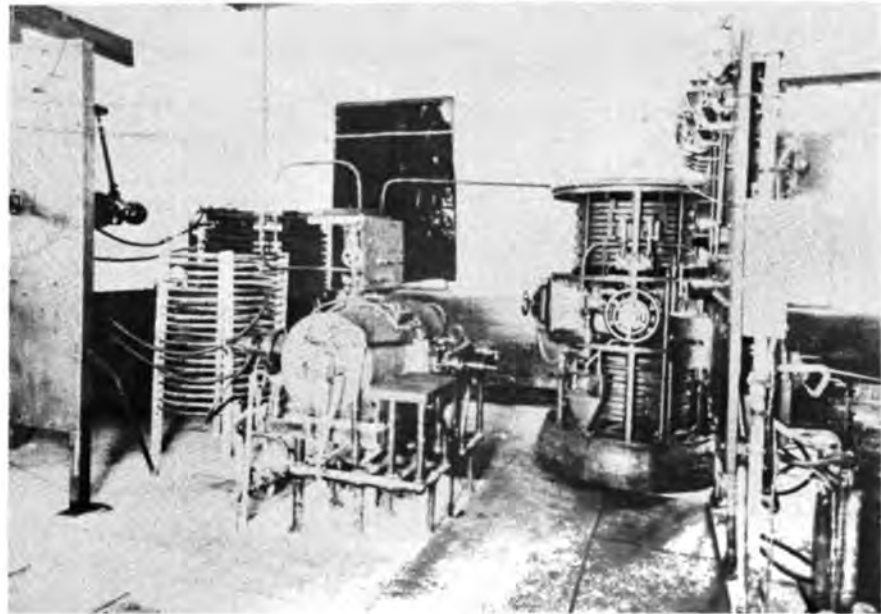


COASTAL WIRELESS STATION "WCY" Cape May NJ, operated by American Marconi Co. (They took over station from UWT in 1911. Semi-Verticle atenna is typical of many UWL installations of the period. This station was built about 1909. Thanks to E. G. Raser. 35-SGP (SOWP)



RADIO "AX" American de Forest Wireless Telegraph Co. Station on the "Million Dollar" Pier at Atlantic City NJ. Popular with ship operators 1907-1911. This was before Radio Law of 1912. From Historical collection of Ed. G. Raser 35-SGP (SOWP).

# 'NBA' BALBOA



NBA, DARIEN, 1928. NOT MANY HAVE SEEN A NAKED ARC. THIS IS THE FEDERAL 100 KW WHICH PUT 200 AMPERES INTO THE TRIATIC AND HAS PROBABLY BEEN HEARD BY ALL THE OLD TIMERS. ON DECK IS THE POULSEN 'THING' WHICH WAS REMOVED SHORTLY AFTER THE PICTURE WAS TAKEN. TO THE RIGHT OF THE ARC WE SEE THE CONTROL PANEL END VIEW. THE SHEET IRON MAGNET COVERS HAD BEEN REMOVED TO ALLOW REPLACING OF THE PIPES CARRYING THE COOLING WATER FROM CHAMBER AND DOOR TO THE SPILL FUNNEL ON THE ARC BASE.



NBA, BALBOA, OPERATING POSITIONS LOOKING NORTH IN THE GLASS ROOM. FACING RECEIVER WAS THE MODEL RW, FINAL VERSION OF THE XW DEVELOPED BY COMMANDER WILLIAMS... IT WAS USED ON NSS AND THE SE143 VERY LOW FREQUENCY RECEIVER, NOT VIIBLE, WAS FOR THE NAS' ARCS.



NBA, DARIEN, 1928. PHOTO FROM THE WATER-TANK HILL NEAR THE O-I-C'S HOUSE. SMALL BUILDING AT LEFT WITH ONE WINDOW, WAS THE 44,000 VOLT 25-CYCLE MAIN TRANSFER LINE AND STEP-DOWN-TO-440 V. SUBSTATION. BEHIND IT IS THE POWER HOUSE. BEHIND THE FAR LEG IS THE OFFICE AND SUPPLY BUILDING. THE LARGE BUILDING WAS THE TWO-DECKER BARRACKS. NEXT IS THE OLD POWER HOUSE THEN BEING USED AS A MACHINE SHOP. AT FAR RIGHT ARE SOME OF THE SMALL HOUSES OF THE LABORERS, JAMAICANS AND BARBADIANS. GATUN LAKE IS IN THE DISTANCE. AT THE FAR RIGHT EDGE, THE LONG ISLAND MARKS THE TURNING POINT FOR SHIPS GOING INTO, OR COMING FROM THE GAILLARD CUT.

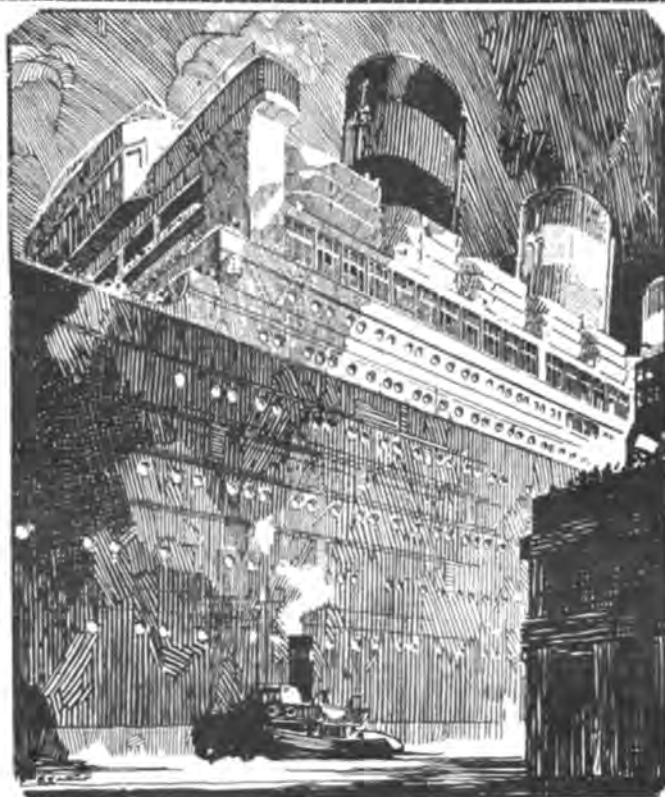


CONTROL DESK AT NBA, BALBOA IN MAY 1929. FOR A TIME I RELIEVED HAROLD CRAIG (SOWP 308-SGP) AS CONTROL OPERATOR. TWO TELETYPE ARE IN THE SETBACK OF THE WALL COUNTER - ONE TO PORT CAPTAIN AND ONE TO PANAMA TELEGRAPH OFFICE. ON THE MEZZANINE WE HAD SPACE FOR SHORT WAVE SPECIAL OPERATIONS WHEN FLEETS WERE IN THE VICINITY ON MANEUVERS OR WHEN THE ARMY HAD A HOT-SHOT DRILL BEHIND THE GLASS PANELS TO THE RIGHT WERE THE SHIP OPERATORS (COMM'L AND NAVY CIRCUITS) THE LONG WAVE RECEIVERS FOR THE FLEET BROADCASTS, THE NSS CIRCUIT AND THE NAZ CIRCUIT TO MANAGUA WITH THE MARINE CORPS SANDINO HUNTERS. THE TELEGRAPH CIRCUITS, 5 OR 6 OF THEM, CAME TO THE CONTROL DESK TO THE SWING-ARM SOUNDERS.



NBA, BALBOA, OPERATING POSITIONS, LOOKING SOUTH IN THE GLASS ROOM. FIRST RECEIVER, WITH A VOLTMETER SHOWING WAS AN SE1420 (IP 501) ONE OF TWO AT THE COMM'L SHIP'S POSITION. NEXT POSITION WAS NAVY SHIP'S CIRCUIT. THEN FLEET BROADCAST POSITION AND, ON THE FAR BOOTH, NSS AND NAZ. THE CONGLOMERATION OF WIRES ON THE SLATE SLAB ON THE BULKHEAD WAS BUILT (BY ME) TO REPLACE THE GREAT KNIFE BLADE ANTENNA GROUNDING SWITCHES THAT HAD BEEN MOUNTED ON THE WINDOW CASINGS. WHEN TROPICAL LIGHTNING PREVAILED THESE SPDT SWITCHES WERE TO BE THROWN BY THE OPERATORS TO THE GROUND POSITIONS. TWO MEN WERE BURNED BY LIGHTNING AS THEY HELD THE BLADES HALFWAY FROM GROUNDING. THE SEVEN ANTENNAS WERE CONNECTED TO THE TOP ROW OF POINTED BRONZE STRAPS - THE HORIZONTAL SLAB AT THEIR POINTS WAS GROUNDED. THE RECEIVERS CONNECTED TO THE LOWER TEN BLOCKS. FIRE FROM LIGHTNING WOULD HISS AND BUZZ FROM POINTS TO GROUND. PICTURES AND COMMENTS FROM COLLECTION OF M.G. "AB" ABERNATHY, SOWP - 1610-SGP (CURRENTLY TREASURER, STAR OF INDIA CHAPTER IV) "NBA" WAS INDEED A WELL KNOWN STATION AS ALL SHIPS OF THE WORLD TRANSITTING THE PANAMA CANAL WOULD FURNISH ARRIVAL TIME/DATE AND OTHER BUSINESS THROUGH THE "NBA" STATION.

# "The Liner is a Lady"



1978		JANUARY					1978
SUN	MON	TUE	WED	THU	FRI	SAT	
1	2	3	4	5	6	7	
8	9	10	11	12	13	14	
15	16	17	18	19	20	21	
22	23	24	25	26	27	28	
29	30	31	Last Q. 2-31	New M. 9th	First Q. 16th	Full M. 24th	

The pen sketch above is the one you will find imprinted on your 1978 calendar, already mailed to all members, except of course that the picture and calendar is in color. We think you will bring back nostalgic memories of days not so long ago when the BIG SHIPS could be found on all sea-lanes of the world. In case your calendar does not reach you, send SASE (24 cents) stamps only and we'll mail another first class - as long as they last. The Society's name, address and 'logo' are also imprinted on the calendar but not shown above. We hope you like it.

## SOS de WWS

A copy of the "LOG" made by member Wm. C. Gerlach, W6BG (Ex 6GE), Charter Member 104-SGP(S). "Bill" recorded this account of the SS Alaska's emergency some 55 years ago. Who was the operator on duty at KPH at the time? We would like to know.

AUGUST 6, 1921

- 9:28 p.m. KPH tells NPG BK SOS QRK for WWS (WWS was American S.S. "ALASKA")  
NPE Can you raise him? KPH  
GA position, all copy WWS  
NPE-KPH You got his 8 PM Report?  
QRN again K
- 9:34 p.m. KPH calls WMP ("MATSONIA") Says get WWS. Also says to WWS QRN K Heavy QRN
- 9:40 p.m. WTO ("EL SEGUNDO") See if you can raise anyone close - KPH  
WWS - GA QR de KETX ("GEORGINA ROLPH")
- 9:43 p.m. WWS de KPH SOS SOS SOS All ships try get WWS on Blunts Reef SOS SOS SOS Anyone near Blunts Reef go assistance WWS WWS on rocks  
Get WWS in distress - KPH
- 9:45 p.m. WMJ ("ERNEST H MEYER") S S WWS on rocks Blunts Reef go his assistance, try get in communication, How far away you? KPH OK Try him. Try WTS ("COL E L DRAKE")  
Tug "HERCULES" light for Astoria will be Blunts Reef early tomorrow Would suggest advise him she carried Radio  
QRT - SOS  
NPK - Break SOS - KPH  
Pls get someone after WWS he's on Blunts Reef Someone north says WTS close
- 10 p.m. NPG broadcasts following message:  
Steam Schooner "MUKILTEO" towing Barkentine "ELI" left San Francisco twenty third for Puget Sound Has not been heard of since. "SNOHOMISH" leaves today to search for her Please broadcast a request for all ships to keep on lookout for her and advise "SNOHOMISH" of any information that may be gained as to her whereabouts or whether she has been sighted since leaving San Francisco.

## REGENERATIVE RECEIVER SAVES SHIP

While many of us think there is no merit in the 'older Type' of radios, let me be the first to disagree. Of course many improvements have been made and this is readily acknowledged. Something should be said about the old regenerative receivers which is worth remembering.

The writer was chief operator aboard the SS Admiral Rogers at the time. We were as usual taking our trip to Southeastern Alaska and through what is known as the Inside Passage.

On this particular day in 1927, we had aboard an old regenerative receiver, a quarter kilowatt rotary spark transmitter and a two kilowatt Federal arc transmitter. Watch was being maintained on 600 meters as usual. The day was a very foggy day.

The skipper had called several times for a ship's bearing report and this was obtained from the nearest coast station able to render the service. It was promptly reported to the bridge with a curt thanks in reply.

Soon I heard a carrier on the receiver caused by the radiation transmitted by the receiver of an oncoming ship. She was dead ahead of us in the narrow straits. I called her and got her position and notified the bridge. The skipper said she was a 'long ways' away. I knew though that she could not have been over a mile distant as this is about the limit of transmission during the day by other receivers.

Soon the signal became louder and louder. I notified the bridge that she was near us and received the reply that this was impossible. Impossible or not, her signals were getting stronger all the time. Finally I called the bridge again and told the skipper that she was very very close. She was so close in my mind, that I ran out on top deck to see if I could see her. The engine room bells started ringing. The fog horn which had been blowing gave several blasts and in the fog I could see the bow of the approaching freighter. It looked to me that she was within fifty feet of us, and it, of course, might have been a little further. Both ships veered to the right and we missed each other by what looked like twenty-five feet.

The regenerative receiver did something which modern receivers will not do and this is the point of the article.

To show how important this was and to what extent even the captain of the ship appreciated the information, I saw the cabin door to the radio shack on top deck open and the captain was there. All he said was 'thanks old sparks, just thanks a lot.'

This to me was an indication as to how important a contribution these old regenerative receivers made back in 1927 were, and I wanted all you newcomers to radio to fully appreciate the circumstances.

Adios and good sailing.

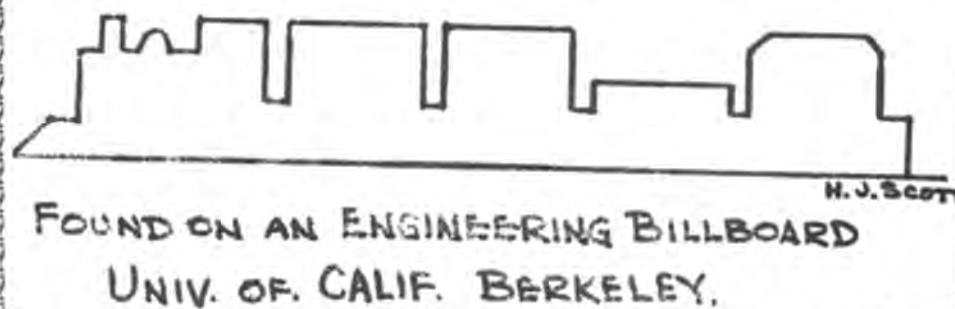
G.S. Vergeer, 2422-P, W7TK



GERALD S. "GERRY" VERGEER 2422-P (W7TK)

"Gerry" was assigned the SS Admiral Rogers/WGE 1927 SS Admiral Evans/KICZ, etc. Note the "Natty" uniforms we wore in those days on the Admiral Ships. Gerry's first amateur station was 8BGR in 1925. QSP to SOWP by Ernie Wilmshurst.

## WAVE TRAIN



FOUND ON AN ENGINEERING BILLBOARD  
UNIV. OF CALIF. BERKELEY.

# A Problem in Distances

BY: LESTER BACHMAN



## A PROBLEM IN DISTANCES

Let me tell you a story of how a desperate message - flung all the way around the world because it couldn't go a distance of six miles - siphoned a group of American lives into safety from the chaos and lawlessness entwined in a military invasion of Eastern Africa and eventually pressured a small fragment of New England into playing an active part in this accomplishment.

It began on May 5, 1936, with the mechanized might and supporting air fleets of the Italian military forces seizing the city of Addis Ababa, Ethiopia. The brave Emperor, Haile Selassie, and his ancient kingdom were taking a beating. His Abyssinian troops, most of them ill-trained and equipped with little more than rifles and spears or other outmoded weapons, made no match for the overwhelming powers of the Fascist Dictator, Benito Mussolini.

Some eight or twelve hours earlier, tension and excitement had already gripped the personnel of the American Legation in Addis Ababa. Within rooftop visibility, the clanking tanks of the invaders chewed along the metal-bedded roads or stopped about in the early monsoon muds outside the metropolitan area. Bombardments from aircraft, skirting a low cloud cover, rattled window panes in the city and shook the ground as they clobbered scatterings of the defending tribesmen. Torches borne by guerrilla forces fired building after building while sporadic rifle shots echoed in the streets.

In Washington, Secretary of State Cordell Hull received the first alarms. Learning by trans-Atlantic cable and telephone connections of unexpected Ethiopian bandit attacks against the American Legation, he quickly recommended that Minister Cornelius Engert and his staff evacuate the American premises. Then the lines went dead.

Minister Engert, while feeling that abandonment of his post should be taken only as a last resort, almost immediately discovered the Legation was, in fact, now under unknown depths of siege. At hand, there were only a few rifles, pistols, shotguns and spears, supplemented by one sub-machine gun by odd coincidence of Italian manufacture, brought in by a policeman who had fled to the compound shelter. Obviously, although they could fight off marauders for a spell of time, outside assistance was direly needed.

Six miles away, in nearly an opposite side of the city, the British Legation carried similar overtones of worry and anxiety. But unlike the Americans, perhaps learned by years of dominion rule, they held some defensive strength. In addition to a regular diplomatic staff, a total of about 150 battle-trained Sikh infantrymen, outfitted with modern weaponry and the mobility of heavy trucks, guarded the facility around the clock. For final insurance, the British also operated a reliable radio circuit linking them with London via Aden.

On the other side of the earth, in Luzon Island in the Philippines, I was on duty at Radio NPO.

Los Banos, situated in dense jungle 50 kilometers south of Manila, was a plantation-like outpost plunked down in a small clearing of bamboo thickets, banyan trees and palm growth bordering a huge lake in Laguna Province. Here, a half dozen buildings sheltered the working and living spaces for 35 radio operators manning a communications control station serving all of the Far East.

Despite its serene surroundings, Los Banos enjoyed only questionable periods of peace. For months, it had clung to postures of defense against Sakdalista guerrilla armies entrenched in nearby hills and striking repeatedly at American or Philippine military forces. Reason enough that we worked, ate and slept with Colt .45's or submachine guns within quick grasp.

Here, then - as in other places - the Addis Ababa message that was to go around the world would literally squeeze over obstacles by sheer fortune.

Normally, I stood radio watches as a "mux man" - a title earned by code radio operators handling high speed machinery keying dots and dashes at several hundred words per minute. My circuit ran roughly 5,000 miles to NPM, Honolulu. Nevertheless, at times of ideal radio atmospheric conditions, I could reach beyond this location by using unique electronic arrangements at Hawaii and San Francisco making possible the instantaneous exchange of communications with NSS, Washington (Arlington, Virginia). This was called the "RB" or re-broadcast system, spanning well over 12,000 miles.

Although Los Banos manned many circuits, only one other radio position was close to my working area. This was the post of the "float man" - an operator assigned to holding fixed schedules with various other geographical points having only occasional message traffic. All extra duties therefore fell on this employee and through his desk the Addis Ababa messages were to flow into the Philippines.

By late March, 1936 - worried over the Italian offensive which started in October, 1935, and stepped up in January, 1936 - the American State Department

decided to copy a page from the book of the British Foreign Office. They would install an emergency radio circuit tying the United States Legation in Addis Ababa with Washington. Four radio operators, implemented with a truckload of electronic equipment, were hurriedly ordered into surface travel from the United States - by ship, rail and roadways - toward the African destination.

The project seemed simple, but presented difficulties from the very beginning, the Navy radio receivers in Virginia found problems in hearing the African location. Eager to make the installation function properly, the Washington offices solicited signal tests with other Navy facilities in their sprawling communications network. Thus it was Los Banos - experimenting with selective antenna arrays - discovering the Addis Ababa circuit could be held in fairly good operation. Satisfied with the results, Washington then instructed our Philippine site to "only work test schedules daily," adding that normal traffic was being handled by cable and telephone across the Atlantic.

As the situation did not at first seem particularly dangerous, neither the British nor American personnel in Addis Ababa had apparently thought of monitoring the radio circuits of each other. After all, they were just that six miles apart, the city was served by reliable telephones, and it remained only a matter of 20 minutes driving distance by auto to either office.

Coming on duty that day of May 5 (actually May 4 in the United States because of the International Date Line), the man I was relieving reported the "RB" out of service and communications connected only with Honolulu. Since this was a standard condition and there was no traffic on the waiting hook, I watched as others of my seven fellow crewmen seated themselves.

Within a minute or two, the cacophony of dot and dash codes gushing from the other circuits - whistling and screaming in varying flute-like tones - dimmed into the background as we riveted attention on the African circuit.

The Navy operator in Ethiopia, 6,000 miles over the horizon, had just rattled his key and reported - "All Cable and Telephone Communications Lost. Duration Unknown."

Our Los Banos operator flashed back an acknowledgment and inquired, "What next?"

Addis Ababa replied, "We have two long bulletins, one short one - all triple priority."

"Go ahead, start transmissions," our man replied. With earphones draped over his ears, he started copying the snarling code signals thundering in loudly one moment and fading to whispers in the next.

Oil was on the fire, I thought, touching the key at my fingertips and asking Honolulu how my signals were being read. When he replied they were strong, I then said in code, "Please RB me. Hook us into NSS, Washington - fast."

The Honolulu operator came back with a query, "Traffic heavy?"

"No," we tapped out, "It may be urgent."



THIS IS A HELL OF A TIME FOR YOU TO GET CHICKEN POX."

When the Hawaiian facility answered, "Go - give me machinery signal keying for cutover," I promptly threw in the automatic call tape equipment, knowing Honolulu was starting the re-broadcast of my signals to alert Frisco and Washington.

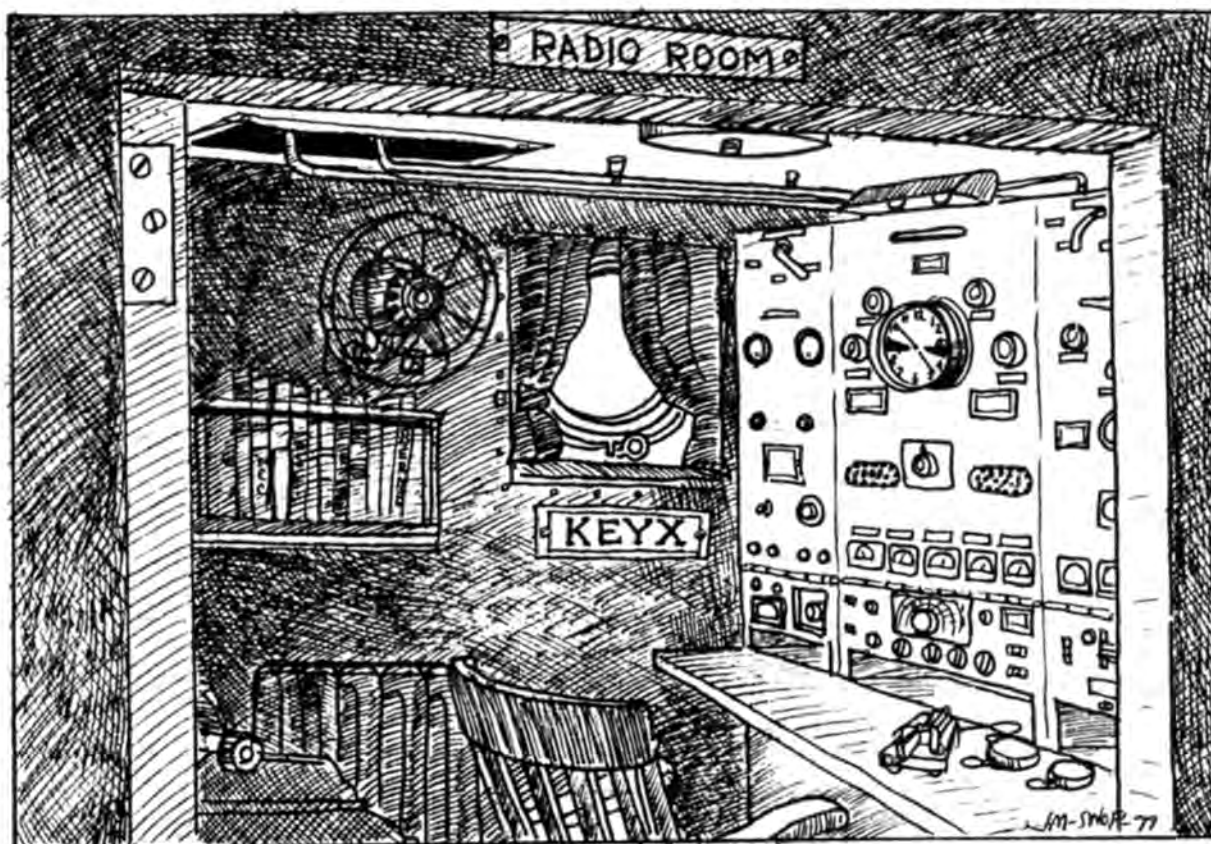
The Addis Ababa operator was now chattering out interesting information, our Los Banos man smashing a typewriter keyboard as he copied the words: "Triple priority May fourth ten AM. First attempts gain access Legation made early today. Rifle fire peppering back yard where Mrs. Engert and Spencer standing. Unfortunately as earlier morning quiet staff member by car to Seventh Day Adventist hospital two miles distant having infected hand one radioman attended. Due hazardous journey took with him Chief Radioman, my chauffeur, two native Legation guards, five rifles. Two newspapermen and Du Barrier left 6:00 AM try locating Italians therefore depleted garrison. Bandits likely watching during night concluded place practically evacuated. Native servants and cook using revolvers, spears, swords held off onslaught until rest of us with rifles and shotguns made greater show of numbers than expected."

While this message was coming in, Honolulu called me, "Ready with Washington/Arlington RB. Go when ready."

"Right," I flashed back by hand key, "Triple priority traffic follows." The above message, punched out on high speed tape with a typewriter-like keyboard, whizzed through the RB linkages into Washington even before our Los Banos operator had copied more than a couple of lines in the second bulletin.

"Triple priority May Fourth Part Two. Staff car got back safely reporting natives probably heard rumors city would be occupied. When nothing happened they took advantage of respite continuing depredations. White flags now flying on most houses. Buildings still ablaze. Random firing continues. Employees of Seventh Day Adventist hospital well and require no assistance. One messenger reportedly killed enroute here. Has Department any information on progress of Italian forces (Question mark)."

( CONTINUED ON PAGE - 28 )



Original drawing by SOWP Member John N. Muszynski, 1618-V of Orlando, FL. Drawing is of radio shack aboard the S.S. BENJ. BOURN/KEYX, circa 1945. "Nick's" call is W4VAR.



The Staff and members of our wonderful organization take great pleasure in welcoming the following members into the Society and look forward to meeting you at Chapter reunions or in the pages of our publications. A wonderful camaraderie and close fellowship bind members in a brotherhood of cordial genealogy and companionship enjoyed by few organizations. While the preservation of the history of the wireless mode of communications is our dedicated purpose, it also permits us to fraternize and enjoy contacts with friends and shipmates of days gone by as well as meeting those we have heard about but never had the opportunity of knowing before. May your cruise with us be a happy one.

'73'

William A. Breniman - President.

### Society of Wireless Pioneers, Inc

### New Members

- 2637-P  
METCALF, ROBERT C. (BOB/DORIS)  
4112 Sanguinet St. Fort Worth, TX 76107  
Phone: 814/737-4795.  
FS: 1933 - USS WEST VIRGINIA/NEUJ  
AMATEUR: W5HQL. Join net ? Later.  
QSP: "QST" Listing.
- 2638-V  
SCRANTON, RONALD A. (Sparky/Sally)  
1111 East Thompson Ave., Hoopston, IL  
60942. Phone: 217/283-7259  
FS: 1941 - Ft. Knox KY HQ, Co. 13rd  
Armored Regt./ CA6 (Many overseas assign-  
ments).  
AMATEUR: --- QSP: Claude W. Sheets  
443-P.
- 2639-V  
PIERRARD, WILLIAM E. (Bill/Patricia)  
720 Kindred Lane, Tichardson, TX 75080  
Phone: 214/234-4755  
FS: 1944 St. Maria, Azores/WYSZ  
AMATEUR: K5JHP. Join net ? Yes.  
QSP: Jack McNulty, - WB5OKA/2015SOWP.
- 2640-M  
WELCH, DALE W. (\*//xx)  
2955 Euclid Avenue, Concord, CA 94519  
Phone: 415/685-7364  
FS: 1959 - USN Radio Station #85  
Wahiawa - NPM.  
AMATEUR: N6DW. Join net ? Yes.  
QSP: Robt. K. Pirie, W6JD/ 597-P
- 2641-P  
MORTENSEN, LeROY W. (Mort/Hazel)  
3675 West 23rd Ave., Vancouver, B. C.  
Canada V6S 1K6. Phone: 604/228-8394  
FS: 1938 SS STADACONA/VGJN.  
AMATEUR: VE7KM. Join net ? Yes  
QSP: Wm A. Filtneess & N.J. Smith.
- 2642-V  
FORGRAVE, RUSSELL S. (Dusty/Jeanne)  
169 So. Westgate Ave., Columbus, OH  
43204. Phone: 614/279-3694.  
FS: 1941 - SS WASHINGTON/KDCH (Texas Co  
Tanker).  
AMATEUR: W8RNZ. Join net ? Yes.  
QSP: AARP Listing/write up by Herb  
Scott - 1976.

- 2643-M  
MORGAN, TOMMY II. (X/\*)  
USCGC Valiant  
Gen. Del.  
Galveston, TX 77550  
Phone: 713/763-6152  
FS: 1975 USCG Commsta(Kodiak)/  
NOJ  
AMATEUR: None  
QSP: NF
- 2644-M  
HOLLOWELL, ARTHUR L.  
29 Rosewood Ave.  
Warwick, R.I. 02888  
Phone: 401/781-4354  
FS: 1941 - USN, NAS QUONSET/NDK  
AMATEUR: WIDNP  
QSP: Herbert F. Spenard 1754-P

- 2645-SGP  
WADE, STANLEY F. (Stan/Mary Ann)  
10433 Salem Dr.  
Sun City, AZ 85351  
Phone: 602/933-7014  
FS: 1922 SS City of Rockland/  
KRI  
AMATEUR: W7PD  
QSP: QST
- 2646-P  
BARTOW, WILLIAM V. (Bill/Ann)  
143 Gaynor Pl.  
Glen Rock, NJ 07452  
Phone: 201/444-1885  
FS: 1933 SS Minnequa(Spark)/KIVR  
AMATEUR: W2DJY  
QSP: Virgil Hawkins
- 2647-SGP  
STONE, WILBUR H. (Will/\*)  
50 Elm St. Aug. 5, 1977  
Saco, ME 04072  
Phone: 207/282-5269  
FS: 1925 - USS Ossipee (USCG)/  
NRJ  
AMATEUR: W1BTG  
QSP: A.C.B. Havens 795-SGP
- 2648-P  
VOLZ, ESMOND K. ("EZ"/Norma)  
315 Morningside Dr. Aug. 8, 1977  
Palm Harbor, FL 33563  
Phone: 813/937-0212  
FS: 1928 - US Dredge Fort Gage-  
St. Louis, MO/WYDD  
AMATEUR: W4WTW  
QSP: O.T. Harrison & Charles M.  
Dibble
- 2649-M  
SULLIVAN, JOHN L. (John/\*)  
RFD 3, St. Rt. #78 Aug. 8, 1977  
Glouster Village, OH 45732  
Phone: 614/767-2622  
FS: 1950 - U.S. Signal Corps./  
ADA  
AMATEUR: W8OUS  
QSP: Russell I. Menegat.
- 2650-SSGP  
SMELLIE, ELLIS HENRY  
23 Tyrrell Ave. (x/Ethel)  
Blackburn 3130 Aug. 8, 1977  
Victoria, Australia  
FS: 1912 - Thursday Island Qld./  
POI-VII  
AMATEUR: None  
QSP: John Elwood
- 2651-V  
CIPOLLA, ANTHONY H.  
1562 Old Mill Rd. (Tony/  
Phyllis)  
Wantagh, L.I. Aug. 9, 1977  
New York 11793  
FS: 1942 - AAL (NY)/WAMR  
AMATEUR: W2QL  
QSP: QST
- 2652-P  
ONORATI, ALBERTO (X/Silvia)  
00136 Roma Via Macrobio, 13  
P.O. Box 12058 Belsito Roma Italy  
Phone: 06-343483 August 11, 1977  
FS: 1926 - SS Bologna/ITV  
AMATEUR: IØ OAL  
QSP: Mario Pieri 1987-P
- 2653-V  
LEVINE, SFYNDUR (Sy/Ruth)  
124 Dale Dr. Aug. 30, 1977  
Oakdale, NY 11769  
Phone: 516/589-0155  
FS: 1944 - 395th Sig. Corps (Aviation  
Group) Kitty Hawk NC  
AMATEUR: WB2HCC  
QSP: John Elwood

- 2654-V  
DAVIS, MADISON A. (Mad/Rita)  
546 Hemlock Ave. August 12, 1977  
Millbrae, CA 94030  
Phone: 414/692-4655  
FS: 1947 - USN - NAS FL  
AMATEUR: WB6VTI  
QSP: John Elwood
- 2655-V  
HAMILTON, EVERETT, LRF (Rocket/Joan)  
4466 Freeman Rd., Eaton Rapids, MI  
48827. Phone: 517/663-1295.  
FS: 1943 - USN-Hougainville/NGN  
(Much SoPac experience).  
AMATEUR: K8CDM. Join net ? Yes.  
(Note) XYL Joan also has ticket:W8VJB.  
"Rocket" is Sec. of Central MI amateur  
Club and wife publishes "Scope" for sam  
QS: Benj. Hassell - 1640-P.
- 2656-M ---  
PRANG, WALTER H. (Walt/--)  
91 Bridgewater Dr. Oceanport, NJ  
07757. Phone: Unl.  
FS: 1953 - SS URUGUAY/WCMC  
AMATEUR: W2HOZ. Join net ? NF.  
QSP: Lloyd H. Manamon - 2562-V
- 2657-V  
MILBURN, WILLIAM L. (Bill/Vivian)  
1341 Whitaker Aug. 22, 1977  
Corpus Christi, TX 78412  
Phone: 512-991-1741  
FS: 1940 - USS Blue DD 387/NEKK  
AMATEUR: W5OJL  
QSP: VE5AAS
- 2658-M  
DIXON, THOMAS L. (Tom/\*)  
PSC#2 Box 12948 Aug. 22, 1977  
APO San Francisco, CA 96311  
FS: 1963 - NCS-Philippines/NPO  
AMATEUR: KØAX  
SOS: Aug. 2 & 4 1964/USS Maddox  
QSP: JOHN N. ELWOOD
- 2659-V  
LYFORD, THORNTON (Thor/Kathryn)  
957 Lydia Dr.  
St. Paul, MN 55113  
Phone: 612/484-5096  
FS: USS LSM 438  
AMATEUR: WØWIK  
QSP: ARRL (QST)
- 2660-M  
WILSON, ROBERT C. (Bob/Carol)  
Star Rt. A Box 1618-B  
Anchorage, AL 99507 Aug.24,1977  
Phone: 907/349-5120  
FS: 1951 - SS North American/  
WTBA  
AMATEUR: KL7ISA  
QSP: James Shively & C.W. Sheets

- 2661-P  
FARRIS, ROBERT L. (Bob/Norine E.)  
1244 La Cresta Blvd.  
El Cajon, CA 92021 Aug. 26, 1977  
Phone: 714/447-2979  
FS: USS Louisville (CA 28)/NIFT  
AMATEUR: WØGAWO  
QSP: Earl Baker 1442-V
- 2662-M (Corrected Copy)  
SMITH, RICHARD W. (X/\*)  
615 Main St. Aug. 27, 1977  
Roseville, CA 95678  
Phone: 916/785-7293  
FS: 1961 - Philippines (San  
Niguel/NPO  
AMATEUR: WBØZWC  
QSP: John Elwood,396-V
- 2663-P  
WARD, LOREN TED (LW/Toby)  
Box 510 Aug. 29, 1977  
Philomath, OR 97370  
Phone: 503/929-5971  
FS: 1935 - US Forest SVC Stn.  
(Cascadia, OR)  
AMATEUR: W7EPI  
QSP: Vern Bourg, 1020-P
- 2664-V  
CARTER, HAROLD W. (Hal/Eunice)  
112-R Chestnut St. PO Box 62  
Lynnfield, MA 01940.  
FS: 1946 Marine Tiger/AØBC.  
AMATEUR: WØRZA. QSP N2NA
- 2665ØV  
BANDAZIAN, JACK (Jack/Grace)  
90 Woodvale Road, Glen Rock, NJ  
07452. Phone: 201/445-7409  
FS: 1944 SS. JOHN GALLUP/KEUG  
AMATEUR: WA2ZQH. Join net ? Yes.  
QSP: Wm V. Bartow 2646-P
- 2666-V  
FREIBURGER, E. ALLEN (\*/Dolores)  
3718 Tollgate Terrace, Falls Chur  
ch, VA. 22041. T: 703/750-1311  
FS: 1942 - TWA (IDC R/O flying  
for ATC US ARMY). Call. Var.  
AMATEUR: W4NCU. Join net ? NF.  
QSP: Joe Robichaud/1356-V
- 2667-V  
BROWN, JOE H. (Joe/Barbara)  
5444 La Sierra Ave. Riverside, CA  
92505. Phone: 714/687-8632  
FS: 1948: ATC/Travis AFB & Hick-  
am AFB HI as Transport R/O.  
AMATEUR: WØ6REG. Join net ? Yes.  
QSP: N.F.
- 2668-SGP  
PARSONS, RALPH E. (\*/Frances)  
1210 Fairy Hill Rd. Rydal, PA  
19046. Phone: 215/885-5946  
FS: 1917 - USN (Phila. Navy Yarc  
/NAI. AMATEUR: WA2CIK & WB3EPM  
Join net ? Yes.  
QSP: Otto J. Goohs/198-SGP.
- 2669-M  
RUDOLPH, MICHAEL P.  
832 Monte Carlo Rd. (Mike/  
Geraldine)  
Jacksonville, FL Aug. 6, 1977  
Phone: 904/724-2481 Sept. 6, 1977  
FS: 1959 - Patrol Sqd. 44 (VP44)  
NAS Norfolk/GS56  
AMATEUR: WBØHRG  
QSP: Clarence W. Mulligan
- 2670-P  
WALDEN, ALLAN C. (Allan/Edna)  
8141 Bart Ave. N.E. Sept. 6, 1977  
Albuquerque, NM 87109  
Phone: 505/296-8038  
FS: 1939 Scottfield, IL/AACS-  
SC/WYF  
AMATEUR: W5PGV  
QSP: William C. Willmot, 784-V





NEW MEMBERS

2671-P SEITER, THEODORE J. (Ted/Rose) P.O. Box 1170 Sept. 6, 1977 Sag Harbor, NY 11963 Phone: 516/725-2767 FS: 1933 - R/O 258th Field Artillery/Variou AMATEUR: W2FJH QSP: Max Jacobson/W3DUG

2683-SGP MCGARY, JACK (x/Patricia) 1727 Minutemen Cswy, Atp. 207, Cocoa Beach, FL 32931. Phone: 305/783-1173. FS: 1924 SS SUDAWSONCO/KDFJ. AMATEUR - No. QSP: William C. Willmot 784-V

2697-M CORNETT, JOHN A. (Jac/Karen) USCGC ALERT, CAPE MAY, NJ 08204. Phone: NF. FS: 1970 - USCG STATION NMN70 (Chin-coteague, VA). Presently assigned USCGC ALERT/NZVE. AMATEUR: NO. QSP: NF.

2702-P DOWD, ALFRED (Al/Ann) 30 SUNSET TERRACE, WAYNE, NJ 07470 PHONE: 201/694-2283 FS: 1932 - SS FRANCES/WODM. (17 other assignments to 1943, Later Bell Labs for 25 years. AMATEUR: W2ARO. Early 2ARO/1924 QSP: Listing in QST.



While somewhat mythical, this is a very exclusive club of Society Members. It should perhaps be called the "Milestone Club" or the "Knot-stone Club" as each member listed logs a measure of growth of the Society. We'll settle however for "THE CENTURY CLUB" as each member represents a hundred new members have joined the organization since No. 1 (The Society's current President) founded the Society.



# New Members - continued

2713-M  
**ZELICH, CARL S.** (X/Barbara)  
250 Diana Blvd.  
Merritt Island, FL 32952  
Phone: 305/452-6410  
FS: 1960 - Rosenheim, West Germany/  
Classified  
AMATEUR: W4OBR Join Net? Yes  
QSP: William C. Willmot, 784-V

2714-V  
**ECKERSLEY, JAMES H. JR.** (Jim/Fern)  
2850 Greenbriar Ct.  
Reedsport, OR 97467  
Phone: 503/271-3841  
FS: 1945 - SS Alexander Hamilton/KHBSK  
AMATEUR: WB7PGQ Join Net? Yes  
QSP: Oney Johnson

2715-P  
**FOGETTI, HOWARD J.** (X/Eda)  
1901 Park Dr.  
Los Angeles, CA 90026  
Phone: 213/661-4189  
FS: 1919 - SS Salaverry/KEQX  
AMATEUR: W6WY Join Net? Yes  
QSP: James Harvey Brown

2716-P  
**BOLVIN, CHARLES J.** (Chuck/Thelma)  
2210 S.W. 27th Lane  
Miami, FL 33133  
Phone: 305/854-5428  
FS: 1936 - Ft. Geo. Wright, Spokane,  
WN/WUE  
AMATEUR: K4KQ  
QSP: William C. Willmot, 784-V

2717-P  
**BRADLEY, RICHARD P.** (Brad/Margaret)  
1213 Hillside Terrace  
Alexandria, VA 22302  
Phone: 703/836-0044  
FS: 1934 - War Dept. Radsta/WAR  
AMATEUR: W4WI  
QSP: Robert C. Surina, 2514-P

2718-M  
**BEHAN, VICTOR L.** (Vic/\*)  
36 Elm St.  
Shelton, CT 06484  
Phone: 203/735-3194  
FS: 1964 - NAVCOMMSTA Balboa (Ft Amador  
C.Z.)/NBA  
AMATEUR: WB1CEG Join Net? Yes  
QSP: QST

2719-M  
**SINCLAIR, HERBERT** (X/\*)  
P.O. Box 434 Stn. A  
Vancouver, B.C. Canada V6C 2N2  
Phone: 604/666-3493 or 604/733-2260  
FS: 1941 - R.M.S. Nagara/GMSQ  
AMATEUR: VE7VN Join Net? Not Now  
QSP: Jim Kitchin

2720-M  
**ALLRED, FRANK C.** (X/\*)  
106 North Fairview Circle  
Tarboro, NC 27886  
Phone: 919/823-2321  
FS: 1977 - SS Delta Paraguay/WLGB  
AMATEUR: K4KCG Join Net? Now at sea.  
QSP: Harry A. MacLaron, 1111-P

2721-P  
**FICKEL, LONDON C.** (Fick/Thelma)  
172 Plaza Circle  
Danville, CA 94526  
Phone: 415/837-4978  
FS: 1937 - City of Saginaw #31/WDCB  
AMATEUR: W6RDM Also listed: T18;  
VP9AG; KZ6LFT Join Net? NF  
QSP: Vernon P. Bourg, 1020-P

2722-V  
**BLAKEY, BLAKE CAPT.** (X/Barbara)  
24446 Apple St.  
Newhall, CA 91321  
Phone: 805/259-4505 & 259-5610  
FS: 1944 - USS Takelma/NWMP  
AMATEUR: W6NSK Join Net? Yes  
QSP: Lew Melbert, 1568-P; R.A. Woodford,  
#1942.

2723-V  
**PACKARD, ROBERT F.** (X/\*)  
Little Harbor  
Wareham, MA 02571  
Phone: 617/295-3468  
FS: 1945 - S/S Mobilgas/WOPY  
AMATEUR: W10PK Join Net? Yes  
QSP: QST

2724-V  
**PLATT, JOHN E.** (X/Dorothy)  
7715 Kirkside Dr.  
Alexandria, VA 22306  
Phone: 703/768-7971  
FS: 1940 - N.A.S. Pensacola/NAS  
AMATEUR: W4QX Join Net? NF  
QSP: Sam Newman

2725-M  
**HURD, PETER M. LT. COL.** (Pete/Jean)  
6425 Cynnet Dr.  
Alexandria, VA 22307  
Phone: 703/768-9535  
FS: USAF Classified Operation  
AMATEUR: NISS Join Net? NF  
QSP: Fred Friel

2726-V  
**GRANSTAFF, WILLIAM B.** (Bill/Joan)  
Rt. 2 Box 7  
Princeton, KY. 42445  
Phone: 502/365-9735  
FS: 1945 - Air Corps, Fresno, CA/VAR  
AMATEUR: WA4BTL Join Net? Yes  
QSP: Homer G. Wyatt, 648-M

2727-M  
**GRANSTAFF, WILLIAM F.** (Bill/\*)  
Rt. 2 Box 7  
Princeton, KY. 42445  
Phone: 502/365-9735  
FS: 1970 - NAVCOMMSTA Philippines  
AMATEUR: WA4WNP 1976 Join Net? Yes  
QSP: Homer G. Wyatt, 648-M

2728-V  
**TAYLOR, WINSLOW W.** (X/\*)  
P.O. Box 391  
Story, WY 82842  
Phone: NF  
FS: 1941 - Alaska Comm System: Signal  
Corps, USA (Seattle)/WVD  
AMATEUR: W7LYA Join Net? CW only  
QSP: Kendal E. Cook, 2359-P

2729-P  
**WILSON, RUSSELL A.** (Russ/Pat)  
1235 Richland Rd.  
Calgary, Alta. Canada T2E 5M5  
Phone: 403/276-2169  
FS: 1939 - Royal Australian Air Force  
(Wireless Air Gunner)/VAR.  
AMATEUR: VE6VK Join Net? Yes  
QSP: Benjamin Hassell, 1640-P

2730-P  
**HOOVER, WARREN P. JR.** ("Paul/Ann)  
1310 Kim Drive  
O'Fallon, IL 62269. Phone: 618/632-7934  
FS: 1935 - CCC Co. 3753, Cassville  
Mo. (US Forest Service).  
AMATEUR: W0NMF & W5UIE/1951. Join  
Net ? After retirement.  
Note - Served in USAF at Goose Bay,  
Keesler, Clark, Griffiss, Scott, etc.  
QSP: Col. James E. Long

## New Technical Associates

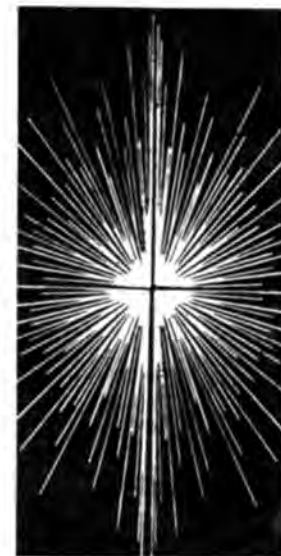
TA-70  
**FRANKART, WILLIAM F.** (Bill/Janice)  
13241 Fairmont Way, Santa Ana, CA  
92705. Phone: 714/832-5671  
RESUME: Chief Engineer, Mobile Commun-  
ications Dvn, Dumont & Hammarlund 1968  
1970; Chief Engr. Dumont & Gosset 1964  
1968; Chief Engr. Hallicrafters Co.  
Chicago 1951-63; Prior: Design of  
Comm. Equip. transformers, rcrs, test  
equip, SSB Xmtrs & Rcrs. Antennas for  
CAA, Navy Sig. Corps.  
Recently with Chromalloy America Corpn.  
Monitron Div. to 1977.  
AMATEUR: W6RAQ/73. Early W9KPD/1932.  
Join net ? NF.  
QSP: Harry H. Plumeau - W6RN.

TA-71  
**LANGS, STUART H.L.** (Stu/Shirley)  
40575 Max Dr.  
Fremont, CA 94538  
Phone: 415/657-7991  
RESUME: 1969-Present. Electronics  
instructor; Fremont Unified School  
District, Duties include instructing  
NOVICE classes in addition to regular  
vocational electronics Tech. Program.  
AMATEUR: VA6GCB Join Net? NF  
QSP: John Elwood

TA-68 (Technical Associate)  
**HASSLINGER, RALPH** (\*Rita)  
28 WARREN PLACE, GLEN ROCK, NJ 07452  
PHONE: 201/447-1433.  
Our new "TA" sponsored by Milton  
Schwartz (Director, Elmo Pickerill  
Chapter) has been closely associated  
with radio since 1922 when he had a 1K  
Spark with amateur call 2CVF. He is a  
charter member QCWA (#23, Bergur Co.  
R.A.C.E.S. officer 53/55; Organized and  
first Pres. Northern NJ Chapter QCWA.  
Organized and Chairman of NE States  
Conference QCWA Chapters. AMATEUR CALL  
W2CVF. H: Photography, Sports. M:ARRL  
QCWA. QSP: Milt. Schwartz.

TA-69  
**TRENKLE, WILLIAM J.** (Bill/#)  
172 - 70 Highland Avenue, Jamaica, NY  
11432. Phone: 212/526-5179  
Sponsor A. G. Wentzel Jr. W2IX indica-  
tes Mr. Trenkle has been closely ident-  
ified with radio since the early  
1930's. His AMATEUR STATION W2FWA  
was licensed in May 1933. Join net ?  
Yes. M: ARRL, QCWA & ICoF America.  
H: Photography, Fishing, Golf, Wireless  
& Radio since 1922.  
PARTICIPATION: Offers volunteer and  
assist: PAR, Entertainment, Tvi Progr  
QSP: A.G. Wentzel Jr. W2IX.

# ETERNAL



## CHAPTER

### Silent Keys

- ANDERSON, COL. RAYMOND J. 988-SGP  
June 11 1977 W8JX
- MORRIS, HEDLEY B. 195-SGP  
July 15 1977
- DUCETTE, VICTOR N. 1178-SGP  
July 25 1977\*
- PENAZ, JOHN 1321-SGP  
Unknown K4HYW
- FRANCIS, CHARLES R. 456-S/SGP  
Unknown
- PALMER, LESTER C. 995-SGP  
June 24 1977 W3IDJ
- LOVEJOY, LOREN A. 442-S/SGP  
Sept. 23 1977
- WERSEN, DAVID T. 228-SGP  
Oct. 19 1977 K6CV
- SEWARD, FLOYD W. 602-P  
Aug. 25 1977\* WB6STH
- PEERY, HAROLD G. 2183-SGP  
Oct. 27 1977
- LANGHOFF, RUDOLPH 1084-P  
Dec. 24 1976 # W5UV
- HARRISS, CAPT. ROBERT C. 890-P  
Nov. 21 1977 K6VY

### May We Always Remember Them

**QUESTIONNAIRE**  
Would members prefer detailed  
resume such as appears in our  
Summer issue re: Silent Keys ?  
Let us know if this is your  
wish.

TIETZ, WILLIAM D. TA-67  
1175 Garner Avenue, Schenectady, NY  
12309. Phone: 518/393-1685.  
AMATEUR: W2LYC/1939. Join Net ? Yes.  
RESUME: 1922-25 Member 71st Reg. NYNG  
Assignment HQ (Teaching code and  
theory) to Comm. unit. 1943-69 With  
Station WJZ (Now WABC) as Engr. Supvr.  
(incl. Maintenance special equip.)  
1945-48 Member AARS (now MAHS).  
QSP: Frederick Walworth N5ET 2189-P

TA-66  
**ARENA, CAESAR E.** (X/Betty)  
2377 Pennington Rd.  
Trenton, NJ 08638 Sept. 21, 1977  
Phone: 609/737-5079  
AMATEUR: W2SVV Join Net? Yes  
QSP: A.G. Wentzel Jr. TA-29



*Donchuck*  
WHEN YOU SAID THE WEATHER REPORT MENTIONED  
A HEAVY RAIN, BUT THIS IS FOR THE BIRDS!



# 'PX' is still being broadcast

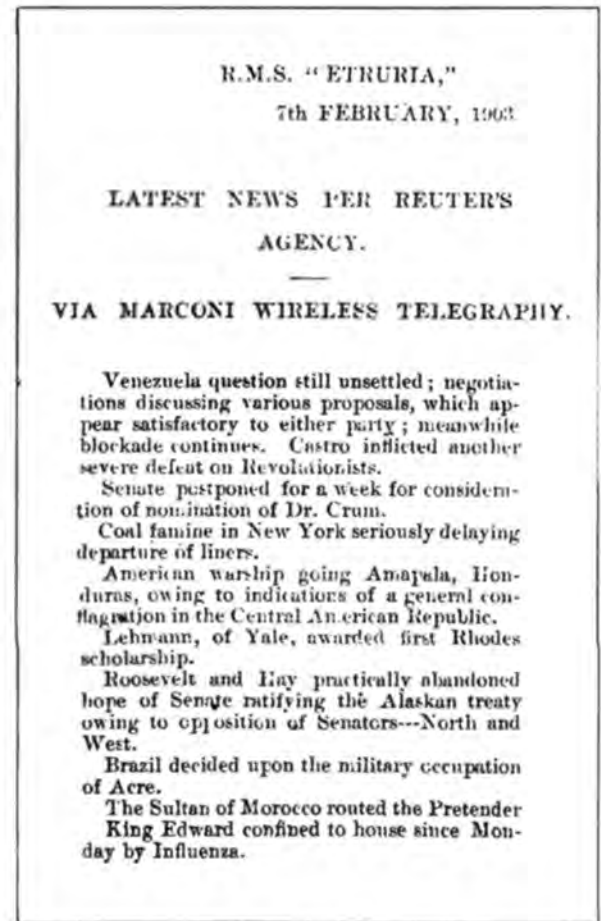
but one famous 'Service' is but a memory



Story Courtesy—The Marconi "Mariner" & Thanks to VE3BOJ

and the Cunard liner *Etruria* were used. On 7th March 1904 the *Etruria* published the first *Cunard Bulletin* containing news wirelessly by Browhead. Publication was then made twice only on each round voyage.

The Cunard liner *Lucania*, on the voyage from Liverpool commencing on 3rd October 1903, assisted in the inauguration of a printed daily news sheet on ships at sea through the 'long distance' wireless stations at Poldhu in Cornwall and Glace Bay, Nova Scotia, enabling news to be received throughout the voyage. As a result, in June 1904, the *Cunard Bulletin* became the *Cunard Daily Bulletin*.



Above. The first experiment on the regular transmission of news for publishing aboard ship was from Browhead in Ireland to the Cunard liner *Etruria*. Shown here is the result of one of these early transmissions

Right. A page from a *Cunard Daily Bulletin* of 1904

In 1904 the transmission of news direct to ships from the Marconi station at Cape Cod, Mass, was commenced.

In 1909 the *Ocean Post* made its first appearance on the ships of the Netherlands Merchant Navy trading to America and the Dutch East Indies and in 1912 other shipping companies established newspapers for their passengers including the *Ocean Times* on ships of the White Star Line and *Wireless Mail* on the Royal Mail Steam Packet, Union Castle and Pacific Steam Navigation vessels.

(Continued on Page 26)

## A BYGONE SERVICE

### Final Shippress transmission brings to an end the era of ships newspapers

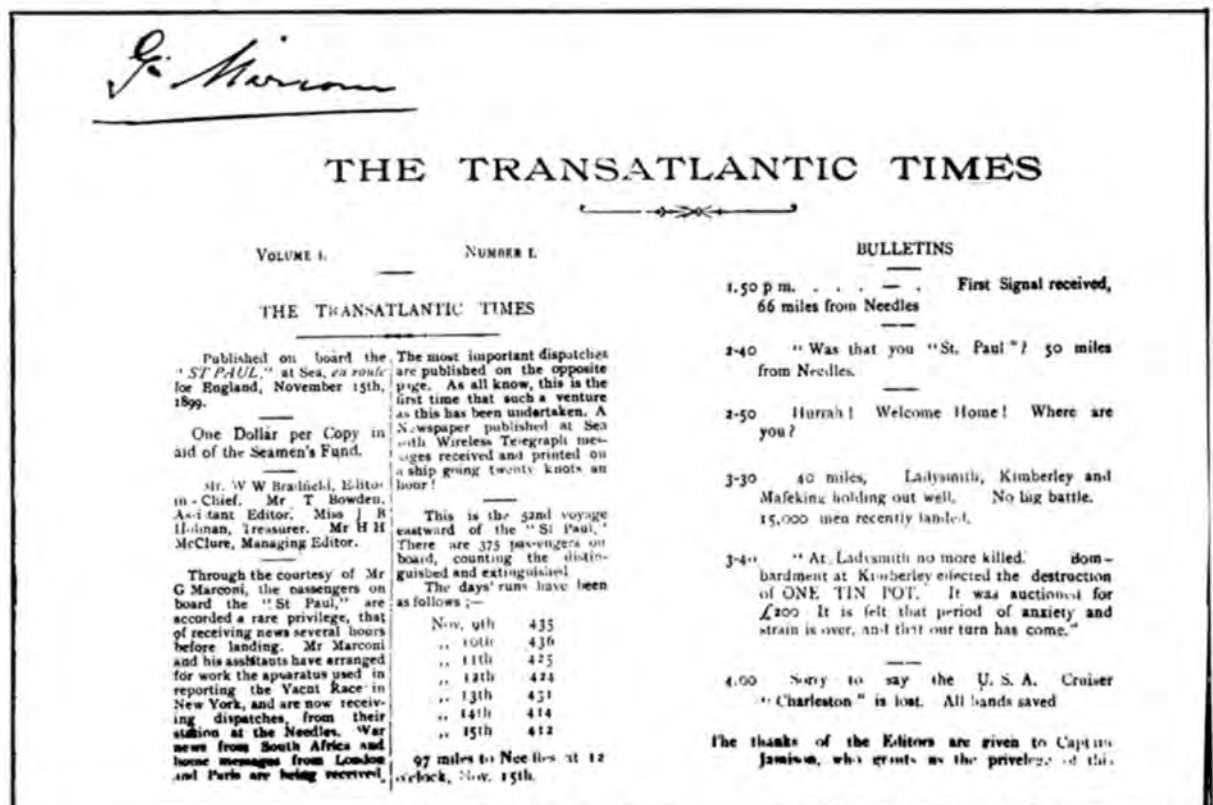
1972

On Saturday 30th September the shore-to-ship news transmissions of Shippress, GTZZ, were discontinued by Wireless Press Ltd of London. It was the final chapter in a story which could trace its beginnings back to the nineteenth century and to Guglielmo Marconi himself.

The first occasion news from the outside world was telegraphically received on board ship and published was 15th November 1899 on the ss *St Paul* of the American Line, when Marconi was aboard the vessel returning with his wireless apparatus from the United States of America. The ship was then within range of the Needles wireless station, Isle of Wight, which wirelessly to the *St Paul* news of the South African war. This news was printed on a single sheet entitled *The Transatlantic Times* and sold at one dollar a copy to the passengers—the proceeds being devoted to seamen's charities.

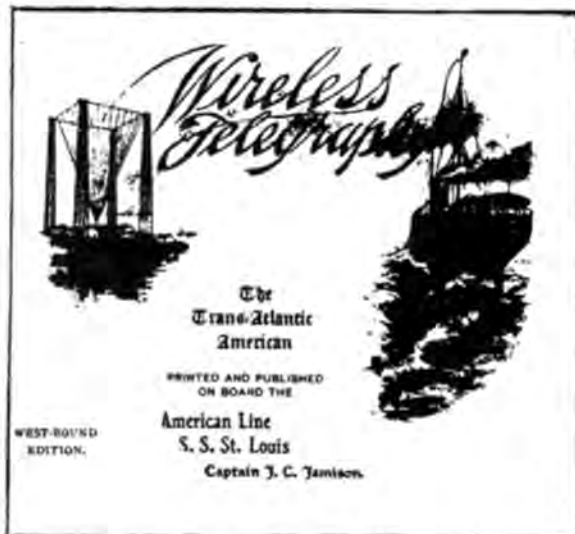
For the first experiment on the regular transmission of news telegrams to be printed and published aboard, the wireless station at Browhead in Ireland

Below: An autographed copy of *The Transatlantic Times*—the first ships newspaper to be compiled from material telegraphically received by a ship at sea



Reprinted by permission -

'Mariner' November-December 1972



The headings of two early ships newspapers: one American, one British

By the outbreak of the 1914-18 war all the world's principal shipping companies were publishing ships newspapers containing the latest wireless news. The French Line published *L'Atlantique*, the Scandinavia America Line the *Atlantic Daily News*, the Hamburg America Line the *Atlantic Post*, and *Lloyd Post* on the Nord-deutscher Lloyd.

However, by the end of the war all had been suspended—some like the *Wireless Mail*—never to reappear.

Not all ships newspapers were produced on the ships' printing presses because in some cases the plant was only sufficient to cope with the ordinary ship work. Consequently cyclostyle machines were used, and special pages provided for the reproduction of the news in these cases. In some instances these were inserted between pages printed ashore before being issued to the passengers.

Up to 1914 the two main stations from which news was supplied were Poldhu in Cornwall and Cape Cod in Massachusetts, but several stations of shorter range—in Italy, South Africa and several South American countries—were used to supply news of local interest for the ships within range trading to their ports.

At the end of the first world war the ocean news service through Poldhu was recommenced and very soon the ships newspapers began to reappear, and many improvements were made in the equipment of the print shops aboard the receiving ships. For instance both the Cunard Line and the United States Shipping Board had linotypes installed on their largest transatlantic mail ships, and when *The Daily Mail* took over the Cunard paper and published the *Daily Mail Atlantic edition* in February 1923, they carried an editor as well as a linotype operator on the *Berengaria*, *Aquitania* and *Mauretania*. The *Daily Mail Atlantic edition*, also replaced from July 1924 the *Sheet Anchor* which had been published on the Anchor Line Atlantic ships since May 1921.

On the United States Line's North Atlantic ships the *Chicago Tribune* published an oceanic edition, and from September 1920 The Wireless Press Ltd, then owned by The Marconi Company, published the *Ocean Times* on board the North Atlantic ships of the White Star, Red Star and Atlantic Transport Lines. Then, with the approval of the shipping companies concerned, the *Chicago Tribune* and Wireless Press joined in the publication of North Atlantic ship newspapers and from January 1925 jointly published the *Chicago Tribune Ocean Times*.

When, in July 1920, the Canadian Pacific liner *Victorian* took the Imperial Press Conference delegates from Britain to Canada, the Marconi organisation and the Canadian Pacific Steamship Company arranged for the publication of the *North Atlantic Times*. On this occasion two new developments took place in ocean newspapers. Firstly, there were morning and evening editions, and secondly in the evening edition of 26th July, news was included which had been transmitted by wireless telephony from St Johns, Newfoundland.

In November 1924 The Associated Iliffe Press Ltd purchased from The Marconi Company The Wireless Press Ltd. In 1925 Wireless Press made an arrangement with Reuters to use their service, and that of the Press Association, thus extending the coverage of its news service to ships at sea.

During the voyage of the White Star liner *Olympic* from Southampton, commencing 12th December 1928, the first experiment was carried out in the transmission and reproduction of pictures on ships at sea. This was made possible by the co-operation with Wireless Press of the owners of the vessel, Wireless Pictures (1928) Ltd, the British Post Office—through whose high-power station at Rugby the transmission took place—the London *Daily Telegraph* and Hunter, Penrose Ltd who provided the staff and equipment on the ship for the making of the half-tone blocks. The greatest distance at which pictures were received, printed and distributed to the passengers was 2,225 miles.

In 1930 the Radio Corporation of America successfully transmitted from New York to the US liner *America* a number of maps and pictures by radio facsimile, and in 1932 carried out further experiments on four different ships with a simplified apparatus and a new method of recording.

In 1931, by arrangement with Wireless Press Ltd, the regular publication of a newspaper—the *Canadian Pacific Gazette*—on all North Atlantic passenger ships of the Canadian Pacific Steamships was inaugurated with the sailing of the *Duchess of Atholl* from Liverpool on the morning of 18th April 1931.

It was about this time that the *Daily Mail* and *Chicago Tribune* ceased to be interested in ocean newspapers and from the year 1932 The Wireless Press Ltd became responsible for all the North Atlantic newspapers printed and published on British owned ships.

The new paper which it established to replace the *Daily Mail Atlantic edition* aboard Cunard ships was entitled *Cunard Atlantic News*, and on the Anchor Line ships the *Anchor Line News*. The paper

The editor wishes to thank Mr F. H. Paul, formerly general manager of Wireless Press Ltd, for his assistance in producing this article

on the United States Line was provided by the United Press of America and named *Ocean Press*. From 1935, shortly after the Cunard and White Star Lines were combined, the *Ocean Times* became the paper for all ships of the Cunard White Star fleet.

In the early days of press transmissions to ships, only about 250 words were transmitted daily. However, by the outbreak of the war in 1939 all football and cricket results were included each day in the Shipress messages as well as the outstanding events in all other sporting and racing fixtures. The results of such events as the Grand National, Derby, Boat Race, General Elections and the US Presidential Elections were all transmitted for publication in ships newspapers immediately the results were known.

In addition, the closing prices of some 100 stocks and shares were transmitted daily and on Saturdays the week's rises and falls of about 50 stocks or shares not included in the newspaper's daily list were sent.

When the second world war started it was agreed between British shipping companies and Wireless Press to suspend the ocean newspapers for the duration, but the news service continued without interruption.

Both ships newspapers and Shipress were revived after 1945. In regard to the latter all leading British shipping companies became subscribers and also a number of overseas shipping companies which carried English-speaking passengers in their ships. These included Italian, French, Dutch, German, Greek, Norwegian and Polish ships.

The *Ocean Times* continued to flourish and during the 1950s served nine Cunard liners among them the *Queen Elizabeth*, *Queen Mary*, *Mauretania* and *Saxonia*.

In 1963 about 170 ships received services provided by The Wireless Press Ltd, by then a subsidiary company of the International Publishing Corporation Ltd.

Important events in the 1960s included the transfer of the nightly transmissions from Rugby radio station to Portisheadradio, Somerset, and extension of the daily ships newspapers to include special issues for ships cruising to the Caribbean, Atlantic and Mediterranean ports. In 1965 a special issue of *Ocean Times* making 28 pages—the largest ever—was produced to mark the 125th anniversary of the forming of the Cunard Line, and in 1966 a magazine under the interest-exciting masthead *Pleasure Isles Preview* was produced on Caribbean cruise liners.

Although several new publications did appear, in general there was a steady decline in the number of ships newspapers due almost entirely to the reduction in the North Atlantic passenger fleet, and in 1967 the Wireless Press editorial department closed down.

The service of preparing Shipress was then taken on by the London newsroom of United Press International. However, the number of subscribers continued to fall and it was finally decided to sign off this twice nightly service.

Thus, at 2148GMT on 30th September, the last newscast was broadcast from Portisheadradio and the end of an era came with the words: *Wireless Press send greetings to all subscribers and readers on the occasion of its final Shipress transmission. Bon Voyage.*

CUNARD DAILY BULLETIN.

## MARCONIGRAMS

DIRECT TO THE SHIP.

EDITORIAL OFFICE:

R.M.S. "CAMPANIA."

Sunday, June 5th, 1904, 1-00 p.m.

Distance from Poldhu (England), 220 miles.

Received (through Reuter's News Agency) from Poldhu (England).

PROGRESS OF THE WAR.

Japanese losses. Total Russian Troops in Southern Manchuria. Russians abandon relief of Port Arthur.

It is reported that the Japanese now estimate their total casualties at the great battle which took place recently at Kin-chau, at 4,304. This heavy loss indicates the severe character of the fighting.

According to a telegram received from Tientsin by the "Tribuna" (of Rome), the total Russian force available south of Liao-yang is estimated at approximately 150,000 men.

The "Temp" (of Paris), has received a telegram from St Petersburg to the effect that the Russian column which it was reported had started a few days ago under the orders of General Kuropatkin for the relief of Port Arthur has been stopped, and the projected attempt to relieve the fortress abandoned.

Sunday, June 5th, 1904, Midnight.

Distance from Poldhu, 400 miles.

Received (through Reuter's News Agency) from Poldhu (England).

LATEST WAR NEWS.

News comes from the seat of war that the beleaguered Russians at Port Arthur are maintaining communication with Niuchwang by means of carrier pigeons. The despatches received in this manner report that the condition of things at Port Arthur is satisfactory.

# OCEAN WIRELESS NEWS

## THE FLEDGLING NEWSMEN

**AMERICAN ORIENTAL MAIL LINE**  
**WORLD RADIO TOPICS**  
 • AMERICAN ORIENTAL MAIL LINE •  
 Operated for United States Shipping Board by ADMIRAL ORIENTAL LINE, Managing Operators  
 . . . Published Daily While at Sea . . .

## Ocean Wireless News

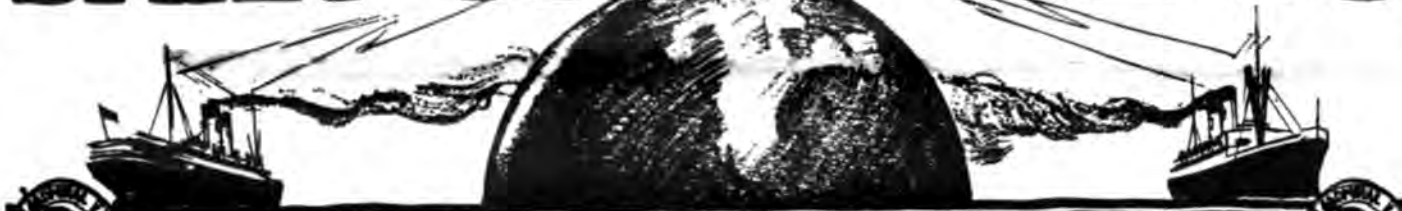
NOV. 20 , 1920      S.S. SANTA CRUZ - WBD      THANKSGIVING - 1920

H. WALLIS -----COMMANDER  
 G. NEILSEN-----CHIEF OFFICER  
 G. HANSEN -----CHIEF ENGINEER  
 W. COHEN -----CHIEF STEWARD  
 DR. EASTLAND -----SURGEON  
 J. BAILEY -----PURSER  
 Wm. A. BRENNAN-----RADIO -----V.M. GOLDSMITH

BY WIRELESS

PRESIDENT'S THANKSGIVING PROCLAMATION

# DAILY RADIO NEWS



## THE WORLD'S NEWS BY RADIO PACIFIC STEAMSHIP COMPANY

-THE-  
 -DAILY-  
 -SPARK-

Thursday June 3rd, 1926  
 On Board  
 S.S. Admiral Evans  
 Enroute To  
 Uziukie, Alaska

Editor's Copy

LOS ANGELES :::: The Los Angeles Times today declared that it had authentic information that Mrs. Minnie Kennedy, mother of Aimee Semple McPherson, is ~~negotiating~~ negotiating with two men who declare that they will return the cleric alive and well for the sum of twenty five thousand dollars, the amount of reward offered several days ago. During the day startling discoveries have been made in the mystery which surrounds the absence of the evangelist. Officials have discovered that a couple registered at the San Louis Obispo Hotel as man and wife and that the man, who was identified by photographs, is ~~Ormiston~~ Ormiston, former radio aide to Mrs. McPherson. It was noted that Mrs. Gibbons kept her face concealed with a pair of large auto goggles but that her size and general description tallied exactly with that of Mrs. McPherson. Ormiston previously declared that he had been in San Francisco the day after the disappearance of Mrs. McPherson, but later his automobile was traced to Santa Barbara. He is to be requested.

Upon boarding S.S. RUSTBUCKET NO. II... Ye fledgling neotype, "SPARKS" found that part of his job, as far as the crew was concerned was furnishing them their daily news !

Of course, he received some indication while attending wireless school to brush up on his code and theory that 'PX' might be a related requirement but he was so busy listening to code and studying theory for exams that he paid scant attention to this phase of what was to come.

First morning out, the Skipper called Sparks and inquired if he had the results of the ARMY - NAVY game yesterday ? Of course Sparks had copied press and had the answer at hand. When he received the same request the 18th time, he thought it would simplify matters to type it up and post in on the bulkhead of the galley where most of the crew seemed to congregate for a cup of Java.

One of the mates informed Sparks a few days later that the 'last' Sparks had typed up and made copies of the news and delivered it to nearly everyone on board.

This was a bit 'much' but Sparks not to be too badly outdone decided to also type up the news he received by wireless. He made several copies. One for the Skipper. One copy each for the officers and crews mess. The news sheet carried the title ... "THE SPARK GAP HERALD".

Everything being relative, the officers and crew of the S. S. RUSTBUCKET II looked forward to "THE SPARK GAP JOURNAL" even as you or I look forward to reading our daily copy of the NY Times, Boston Globe, Washington Post, Chicago Trib., Miami Herald, L.A. Times, S.F. Chron., San Diego Union, Seattle P.I. or the Portland Oregonian!

Thus ... a new breed of newsmen were born so to speak. Thanks to WIX ES PX.

To many, it provided a break in the daily routine of shipboard life. Sparks enjoyed bringing the news of the world to his shipmates albeit ... sometimes a bit moldy in the long stretches from NPM to NPO or out of range of WNU, Portinghead, etc.

CX



# Northwestern News

## VIA RADIO

WHEN YOU THINK ALASKA  
 THINK ALASKA STEAMSHIP COMPANY

S.S. NORTHWESTERN

SEATTLE EN ROUTE ALASKA

\*\*\* SOUVENIR - EDITION \*\*\*

DAILY RADIO NEWS

PASSENGER LIST

# DISTANCE BACHMAN

(Continued from Page - 21)

"Bulletin Three following from United Press and International News Service correspondents (Quote) Your correspondents Ames and Angelopoulos with white banner and U.S. flag leaving at dawn in attempt contact Italian advance guard. City relatively quiet except howling hyenas tearing apart new found prey (unquote)."

These messages, I prepared and ran through the trans-Pacific circuit without asking Washington for go aheads. NSS, Washington, seeing they were properly recording on incoming inked tape, transmitted me a receipt. "I'll stand by for anything else," he finished off. "You'll probably have more. What gives?"

"Addis Ababa operator tells us they've lost all other outside communications. Compound under attack," I rapped back.

"OK, we're here, standing by," Washington replied.

At the float desk, our operator held his head cocked sideways, listening intently. One of the other circuit men brought him a cup of coffee, stuck a cigarette in his mouth, lit it for him, then leaned against the table.

Soon Addis Ababa was pushing more comment. "We're surrounded, rebels storming walls in force, telephones still down, messengers can't get out."

Los Banos cracked back, "What can messengers do?"

Addis Ababa again, "Legation staff knows British Legation has military guards - Hindu troops - trucks. Possible help in stand off - 6 miles distant - other side of city."

"Does British Legation have radio?" our man inquired.

"Yes," Addis Ababa answered, "But they use different radio wave lengths with Aden and London. Lacking previous arrangements, we can't meet each other for conversation."

"Stand by," our float operator replied. Pulling the cigarette from his lips, he searched each face in the room and found everyone abreast of the problem. "Anyone got any ideas?" he asked.

"Hey," I spoke after short thought. "I've got Washington/Arlington on the end of the RB. Hang on." "NSS," I rattled my hand key, "Can you reach London right away?"

Washington keyed back quickly, "Why?"

"Addis Ababa tells us British Legation, six miles away, has troops and transport vehicles. They can't communicate. Opposed frequency spectrums. Message runners and compound bottled up."

"Hold," Washington said quickly, "We'll inquire State Department."

Five minutes went by. Ten minutes more crawled on. Then Washington was at us, "State says delays to London. Reasons unknown. How long can Addis Ababa hang on?"

"Don't know," I replied, "How about RCA or Mackay radio circuits. They have London schedules. Can you try them by phone?"

"OK," Washington answered.

After another quarter of an hour, Washington came back suddenly. "Bad luck. They've just finished traffic runs. Now working other points."

Our float operator was yelling at me, "Addis Ababa wants to know if we can get through somewhere."

"Tell him we're trying," I said. My thoughts were turning to my home on Cape Cod, remembering the French cable station at Orleans connecting to Brest, France, and not far from there, in the town of Chatham, the RCA marine wireless station, call letters WCC.

"NSS," I called, "Ask State to get French Consulate to use Orleans cable to Brest for London contact. Suggest phone call to WCC, Chatham Marine, if French cable out."

"OK," Washington called back. "Sounds possible. But what could WCC do?"

"If no-go on French, WCC works 36 meters with ships. Could raise merchant vessel having contact with London. Main thing here seems to get London hookup with their Legation at Addis Ababa - fast."

"OK, will advise," Washington keyed back tersely.

The big clocks at each end of radio central dragged on for another thirty minutes. Washington had left his automatic keyer running Morse dots on the air, faithfully pulsing through Frisco and Honolulu, mainly for signal tuning purposes.

"NPO," Washington was calling rapidly. "How do you read?"

"Fine," I answered. "What gives?"

"It worked. Getting through to London now. Hope in time."



WELL, I SEE OUR LITTLE FEATHERED FRIEND IS BACK ON THE ANTENNA

## SINKING—S.S. ALASKA—1921

The SS ALASKA out of Portland, Or for San Francisco, Calif. was running in heavy fog the night of Aug. 6, 1921 and about 9 PM grounded on Blunt's Reef some 40 miles south of Eureka. J.J. Michaëison, the chief operator, was on watch and initiated SOS calls at 9:08 PM. The 2nd Opr. (me) was logging sack time. Seeing that the ship was still afloat I proceeded to get dressed and reported to the radio shack where I relieved the Chief briefly, then helped load lifeboats. Out of a passenger list of 131 and crew of 90, 49 were lost. Capt. Hobeys was reported to have locked himself in his cabin and went down with the ship. The SS ANYOX answered the SOS. I think she was a Canadian lumber schooner. (Opr. name unknown - that was 56 years ago). She was about 12 miles away and had a barge in tow, but still did most of the rescue work. After 4-5 hours on a raft she was a welcome sight. The SS ALASKA slid off and sank in about 30 minutes. Remarkably the lights stayed on until the end. The 1st mate and I were the last to leave in a raft built for 17 and loaded with 25. I don't know how we found the SS ANYOX. She probably found us. We were taken to Eureka Sunday morning and returned to S.F. by train Monday.

By Harold G. Peery 2183-SGP

## SEA STORY

SEA STORY. I was the radio operator on the tanker George W. Barnes, KMUI, one of approximately 30 ships belonging to the Pan American Petroleum Company, a subsidiary of the Standard Oil of Indiana. I joined the ship in Carteret, New Jersey on May 1, 1930. Our principal run was between Aruba, D.W.I. and various east coast ports as well as Tampico, Mexico, Cristobal, C.Z. and Hamburg, Germany.

On November 7th, 1930 we departed Savannah, GA enroute to New Orleans. The wind was kicking up pretty good when we passed the bar. I had the receiver on 600 meters that night after evening chow and heard a weak SOS. It was answered by the operator on the SS Upshur, a small coastal freighter that sailed between Jacksonville and Miami. It developed that the SOS had come from the Durham Wheeler, a four-masted schooner off Cape Canaveral. The Durham Wheeler sank shortly thereafter and the Upshur picked up the survivors. While maneuvering to pick them up, it had gotten broadside to the sea which was running heavy. The Upshur then sent an SOS due to loss of power. By this time we were close to the freighter and soon had her in sight. I left the radio and started communicating with flashlight. The operator advised that the engine had come off its mount due to heavy rolling of the ship and they requested a line be put aboard to attempt to keep the Upshur from going ashore.

"Thanks," I replied. "Same here."

On May 12, a supply van brought in copies of Manila newspapers carrying a short Reuters bulletin saying personnel of the American Legation in Addis Ababa had been rescued by British troops. Additional details were lacking.

Several weeks later - under pressure from rebel native forces in the nearby hills - it was our turn. We abandoned Los Banos and retreated to the protection of the Cavite Naval Base near Manila.

Surprisingly, an interesting sequel to this incident emerged some 27 years later. At this time, I was serving with the Federal Aviation Administration, assigned as skipper for field offices on Nantucket Island, Mass.

After one of our weekly meetings with newspaper reporters, a visiting correspondent had raised questions on what comprised the most unusual messages ever handled in my lifetime. Supplied with a brief sketch of the Ethiopian affair, the material appeared

we were able to get a line aboard and with much difficulty finally got a stern towline, a 7 inch hawser, aboard the Upshur but it was short and due to the heavy sea running when the George Barnes would rise and the bow of the Upshur would go down, the towline would stretch like a piece of taffy. I was told by the mates later that the chief mate, Mr. Hunley wanted to extend the hawser by using the stern anchor chain thus reducing the effect of the opposite movement of the ships. The Captain, I was told, didn't accept the idea and before we had increased the distance too much between the Upshur and Cape Canaveral the line had broken. During this time I had been attempting to make contact with a Coast Guard cutter in the vicinity to take our place as tow. This was finally done and the Coast Guard, I believe, was successful in continuing the tow of the Upshur to Miami.

By Vernon P. Bourg 1020-P

## MEMORIES OF THE PAST

THE REFLECTIONS OF A STEAMSCHOONER.

It was on February 14, 1916, that we left the dock in San Francisco on the Steam-schooner "Alliance" for Santa Rosalia, Mexico, located on the Lower California peninsula, and other Central American ports. The vessel was operated by "The California South Sea Navigation Company," and by order to the Captain the trip was not to exceed sixty days.

As a background of these small vessels, steamships were primarily designed and used for transporting lumber from Northern California, Oregon and Washington to San Francisco, San Pedro, and San Diego, California. Most of these vessels were built of wood and had accommodations for a few passengers.

If during any old timer's career as a wireless operator, never having sailed aboard one of these vessels he has just NEVER LIVED. Sailing north during the winter months or in any kind of storm, on one of these unloaded BATH TUBS is an experience never to be forgotten. They could do the highland fling, cork screw turn, wiggle, shimmy, slide, and then give a twist that would chatter your teeth, all at the same time. I still contend that if we hadn't the steam schooner that the fish in the ocean would have starved to death, if you know what I mean.

For a vessel of this kind to go into the tropical heat of Lower California and Central American ports was unusual, and certainly a new experience for those of us on the ALLIANCE.

First it must be remembered that the steam schooner made short trips, usually only three or four days at the most, coastwise, therefore no facilities had been provided for taking a bath, either by shower or tub. Under these circumstances the only alternative was, YOU GUESSED IT, a BUCKET.

Tropical heat being what it is can make the best natured person miserable but when you possess a FAN you purchased at your own expense and can't use it in the most confined space man could devise, then you have misery at its zenith. WHY? because the ship had only ONE generator which was only put in operation during the night.

The Fair Weather vessel arrived at Santa Rosalia February 24, where we met "Everett" who had been wireless operator on a ship called the KORIGAN III. The ship came under attack while in the harbor of Santa Rosalia by the Carranza government forces and was confiscated. However, not until Everett had removed all the wireless equipment.

Having acquired the wireless equipment, the Boleo Mining Company with its large smelter facilities, hired Everett to set the equipment up in a radio cabin they provided and the necessary poles for the antennae high up on a hill overlooking the whole area of Santa Rosalia. For this he was paid \$120.00 per month with room and board.

After completing the installation, and a great deal of hit and miss testing without a wavemeter to obtain the six hundred meters he needed to communicate, he finally made contact with K.P.H. in San Francisco using the call letters X.B.F.

It might be of interest to know that a FRESH WATER TANK serving the water needs for the company was in close proximity to the station, so in one hundred and ten degree heat, GUESS WHAT? Did I need that swim!

Continuing our voyage south, it was on March 7, 1916, that we arrived at Salina Cruz, Mexico, where we went alongside one of the finest of docks and to find that another vessel of the California Navigation Company was there called the Geo. W. Elder.

Going aboard the ELDER, it was found that they had a bath tub, and for the sum of twenty-five cents, I got a much needed bath!

--Lee O. Fassett

a few days later as a box story in one of the local publications.

The following Monday, an interphone call advised that two ladies were visiting the Pilot's Briefing Room and insisted on seeing me. Introducing themselves as members of the Engert family vacationing on Nantucket, they confessed to never having known the full details of the African rescue. The newspaper account, one of them explained rather excitedly, was being telephoned to Minister Engert to furnish verbal pictures about the message that went around the world to go six miles.

They came to express their thanks, finding more astonishment with the knowledge that at least a dozen communication specialists had equally participated in the bizarre event.

--Lester E. Bachman



# Roaming The Globe



M.V. Cunard Princess

## THE AUTOMATED PRINCESS

Although I've spent considerable time overseas, it has been 50 years since I've had a real seagoing deck under my feet. In October, the XYL and I decided to celebrate our 44th wedding anniversary with a cruise to Bermuda on the new MV Cunard Princess. I knew I would be in for some surprises and I certainly wasn't wrong. I was fortunate in having Captain Alex Hutcheson arrange a special tour of the bridge and radio room for me.

The Cunard Princess (call letters GUNN) has a gross tonnage of 17,496. Her keel was laid in 1975 and she was certified by the U. S. Coast Guard in March 1977. The officers and crew number 297 and she can carry a total of 947 passengers, cruising usually near 14 knots.

The age of solid state art and mechanization is extremely evident on both the bridge and the radio room. The huge bridge somewhat resembles a modern power station layout with sloping panels the width of the bridge and which contain a vast array of controls, sensing, metering and communications facilities. The "bridge telegraph" is gone. The engines run and the propellers turn continuously. "Ahead", "Stop" and "Reverse" are carried out entirely by the bridge officer with controllable pitch of the propellers - much like the prop-jet aircraft engine. Speed is determined by the angle of the pitch of the props - taking a larger or smaller "bite" of the water, and small levers on the bridge console control these functions. The engine room is primarily a power plant consisting of four engines completely under physical control of the bridge. There is a small wheel on a pedestal on the bridge for steering manually which is confined to coming into port or leaving, and for docking.

Otherwise steering in on automatic control.

This was my first experience on a ship equipped with stabilizing fins. I must say that



I found it somewhat difficult to adjust to deck walking because, rather than the old practice of "riding the rolls and pitches", the stabilizers sharply stop a roll and the ship sort of jerks to what seems to be another direction. I was told that the stabilizers save the company a large amount of money in elimination of breakage of numerous items (including dishes) which took place in the old days of rolling and pitching in bad weather.

The old-time "Passenger List" usually published right after sailing is now a thing of the past....discontinued, I was told, "for security reasons"...to thwart thievery and other criminal activities.

No tugs are required for docking or undocking. A huge "bow thruster" on command from pushbuttons on the bridge sucks in water from the port (or starboard) side of the bow and spews it out on the other. The diameter of this "pipe" in the bow running from one side of the ship to the other (below the water line of course) is nine feet!

Navigation? The Captain couldn't remember when he last saw anybody "shoot the sun" with a sextant. Navigation is carried out completely by several automatic systems - the primary one being a constantly updated computer connected to the navigation satellite in space. There is a visible screen readout which continuously displays latitude and longitude in degrees, minutes, and seconds, and the current Greenwich (GMT) time, updated every second.\* Radio facsimile weather maps are copied several times daily from Washington and London.

\*There is also a printed readout of the forgoing information, appearing on a paper tape for a permanent record.

The radio communication facilities are also largely solid-state and highly automated with synthesized circuitry. Very little Morse operation exists since 99% of the ships traffic is handled via telex teleprinter using an automatic error correcting system "ARQ" over HF facilities. The distant terminal machine won't print a letter until the code character received is sent back to the originating station. When verified, the letter is then printed. This function is virtually instantaneous and the operation of the teleprinter machine appears perfectly normal except once in a while a short single character will hesitate momentarily while awaiting a repeat and verification. A wrong character (figure or letter) is never printed due to a circuit fault. Under very bad circuit conditions, a character may have to be repeated several times before the "brain" says "OK, I've got it right now - go ahead and print it".

Two separate HF 1500 watt transmitters - all synthesized - are available for Morse, FSK (for telex) or voice, at the push of appropriate buttons. A battery-powered 500 kc emergency transmitter stands by, with completely automatic distress call and call letter keying. A remotely controlled switching system permits a number of various kinds of antennae to be connected to a transmitter-receiver combination.

The staff of the Radio Room consists of three operators - including the Chief Radio Officer who stands a regular watch. The radio staff is also responsible for the repair and maintenance of all sophisticated electronic gear on the vessel such, as radar satellite navigator, facsimile, Loran, etc., as well as the electronic sensing gear in the engine room.

One officer on the bridge, one in the engine room, and one in the radio room makes up the ships operating watch. The bulk of the crew of course is made up of stewards and other members who feed and try to make life pleasant for the cruise passengers.

One night, just prior to our arrival in Bermuda, a large freighter "La Maria" (Panamanian registry) carrying thousands of tons of coke (fuel - not the drink) literally ran full speed into the Island of Bermuda. She is about 400 feet long, and over 500 feet of her is jammed hard and tight into the coral reefs right off shore. An official investigation is presently under way as to just what happened, but no findings have yet been announced. The three largest tugs in the area have been straining to pull her off the coral with, so far, no success. The coke will probably have to be bagged and brought ashore by barge if she can not be freed from the coral.

D. K. deNeuf WA1SPM

RADIO for JANUARY, 1922

51

## 32 Long Hours

*he wore Brown Phones*

**H**IS SHIP slowly sinks—37 lives depend on him—for 32 hours operator Powell feverishly stuck to his post, while his hand grew numb at the key. At last his heroism was rewarded, and thru the Brown Phones that had become a vital part of his experience, came the strained-for answer to his S.O.S.

Would it be out of place to say that those phones, with their super-sensitive reproducers and extreme light weight (only 9 ounces) at least contributed somewhat to saving those 37 lives? Powell himself says the light weight of his Browns saved him from exhaustion hours sooner.

You can enjoy this same comfort and light weight daily. Brown Phones, with conical aluminum diaphragms and rugged protecting shells, are now for sale at leading radio dealers at these reduced prices:

**Type A (adjustable) was \$22.00, now \$18.00**  
**Type D (for phone work) was \$20.00, now \$16.00**  
*(Either type equipped with Fivco Round Plug for \$1.50 extra)*

John Firth and Co. Inc. 18 Broadway, N. Y., Distributors.

# BROWN PHONES

Advertisement in the January 1922 issue of Dickow's "RADIO". Wonder how many remember the 'BROWN PHONES'? Most equipment handled by John Firth was of good quality. Can't help but think of the many instances of "Endurance" over periods of time, probably as many Western Electrics, Baldwins, Brandies or others worn. The advertisement does not reveal the name of the ship nor the date, otherwise we might honor the chap who wore the phones for 32 hours - even with Brownies.

"LOOK OUT!  
HERE COMES THE SHORT WAVES."



Damchuck

**"QSL Shells" at a BARGAIN !**



LIFE MEMBER  
**SOCIETY OF WIRELESS PIONEERS**

Organization of the "Professional" Brass-Pounder



*DEDICATED - to the men who "went down to sea in ships" as Wireless Telegraphers and all those who have earned their living "pounding brass" as wireless or radio operators since the day of Marconi.*

**Great for Correspondence**



**FIRST AND ONLY OPPORTUNITY** to buy these 'shells' at a close out price. The stock is white 110 index card stock (similar to Postal cards, except white). The picture fails to do them justice as they are printed in two colors and quite showy.

We bought them for imprinting member "QSL" card data on the face of the cards. Our amateur friends however prefer the more showy Kromocote Gloss finish which indeed improves their attractive appearance. However, the 110 Index stock is easier to write on and for short notes to friends, it could be put to great use by members.

Frankly, we are overstocked and have decided to phase out this card for amateur use (110 Index stock only). Stock on hand will be sold at near cost ... \$1.50 per 100 cards plus postage. Insurance if wanted will be extra. Also tax in Calif.

Parcel Post rates are shown below starting with minimum of 200 cards, plus additional postage per 100 cards ordered over the 200 quantity.

There is **OVER 7-1/2** inches of writing space on the card or nearly 60 square cm. Ideal for short notes, also if desired, they can be used as QSL CARDS, the purpose for which first intended. If you wish cards imprinted with QSL data, note prices on page 12 for same. Please keep checks for this item separate so they may be returned if stock exhausted. Sample gladly sent for S.A.S.E. Why not help us clean them out and order a bunch today. If they do not meet expectations, we'll refund your money.

MAILING WEIGHT "QSL" SHELLS PER 100 (110# INDEX) 12 OZ.

Mailing charge — 100 cards ..... \$1.00 ppd in US & Canada. Overseas \$1.40

ADDITIONAL CHARGES TO ADD FOR MAILING OF 200 SHELLS OR OVER.

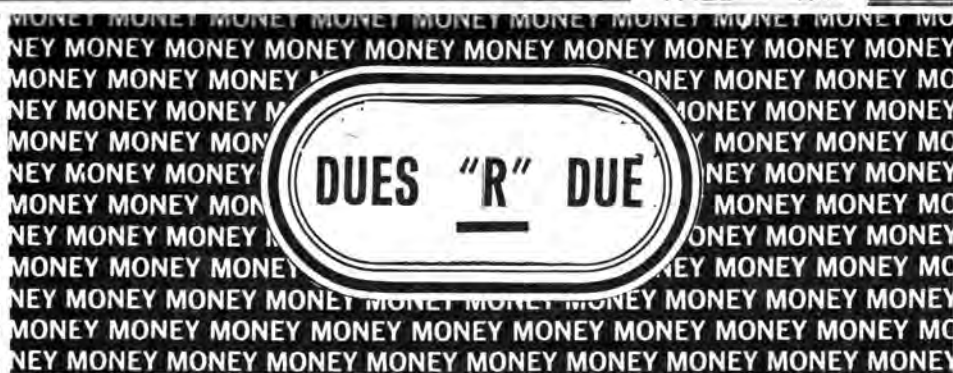
Additional Cards (Postal Zones (*)	2	3	4	5	6	7	8	Canada	Overseas
200 cards (basic mail charge)	.90	.93	1.04	1.15	1.28	1.40	1.48	1.75	2.00
Add'l. Postage each 100 cards	.07	.09	.11	.14	.18	.22	.26	.30	.40

CANADA - Add \$1.00 Additional INSURANCE if wanted: \$ .40 additional  
Postal Chart and zones shown below is not official. It is however approximately correct.  
Payment for cards to other than U.S. QTH to be made in U.S. FUNDS. (\*) Basic 4 Class Rate



*"I must down to the seas again,  
to the lonely sea and the sky,  
And all I ask is a tall ship  
and a star to steer her by."*

—Salt Water Ballads



**RE: 1987 DUES—IMPORTANT !**

During the Society's business meeting, held Nov. 18, 1976 in the Hotel Leamington, Oakland, Calif. dues for 1978 were set at \$7.50 for the Calendar Year. Dues for 1979 were approved at the same annual rate if inflation, including postage and cost of printing remained somewhat stable.

A statement will be mailed to all members shortly after January 1st 1978 who at that time have not already paid their 1978 dues.

Dues at the rate of \$7.50 will also be accepted for 1979 in advance for those who wish to send in check to cover the two year period. (Total - \$15.00)

When it is realized that officers of the Society donate their time without pay or compensation, and to maintain the quality of publications we have been putting out in the past, the current dues are, in our opinion the lowest in our field considering the volume and type of publication you receive for your dues dollar.

Funding of the Society is a matter of deep concern to us, if we are 'carry on' in providing the services and publications as in the past, especially since we have added SPARKS JOURNAL on a quarterly basis. Most organizations could not furnish the publications we put out if they charged twice the yearly dues that we are asking. If you ever have any doubt of the 'bargain' you are getting in the books and publications we put out, take the years output to a knowledgeable printer and get an estimate on his cost of duplicating our output. You will be very agreeably surprised.

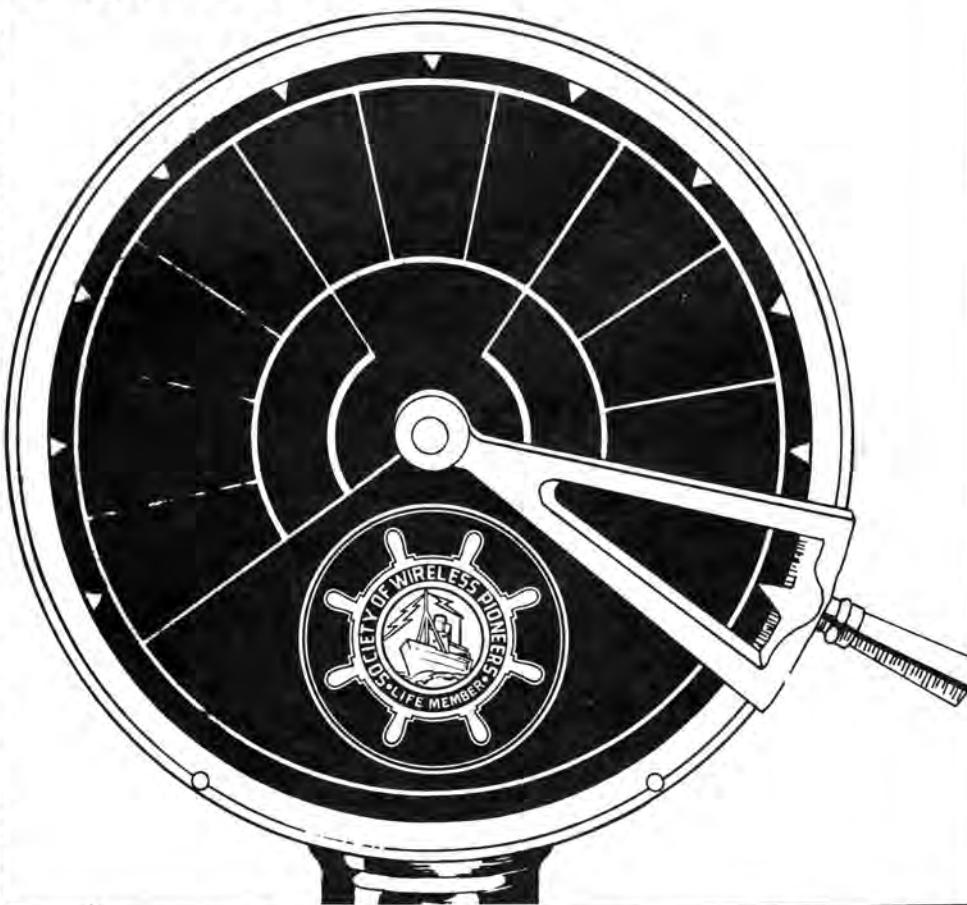
We might also modestly suggest that those who can afford, chip in a bit extra for many of those members who can no longer sustain their dues. We have been carrying all such members and mailing publications through the generosity of those who are more fortunate.

The matter of dues may be 'dull reading' but it is one of the most important messages you will find in this Journal. Your considerate judgement will be appreciated.

Thank you,  
Bill Breniman

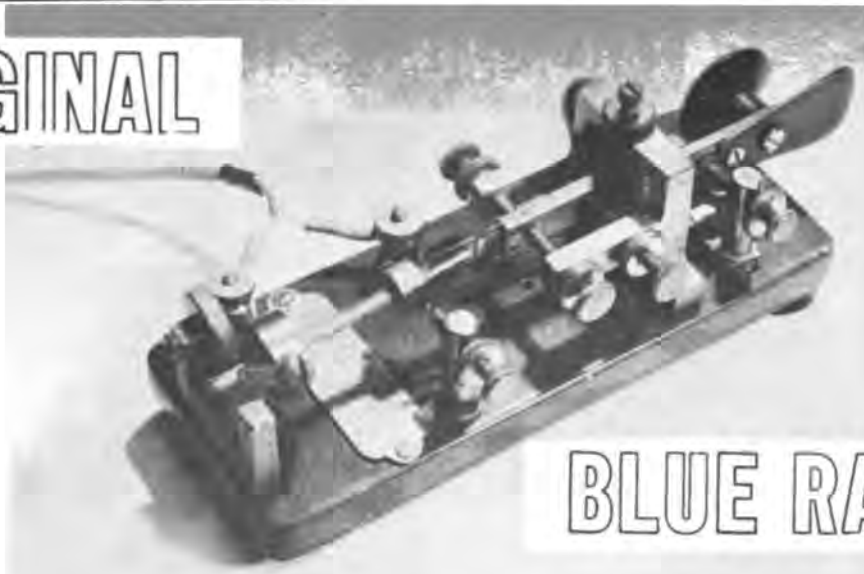


**A GOOD START ...**



**NOW LETS OPEN THE THROTTLE !**

ORIGINAL



BLUE RACER

THE ORIGINAL "BLUE-RACER"

Above is a picture of the true Blue Racer, of which, I understand, fewer than 2,000 were made. I won #0127 and #0099.

There is no floating damper arm over the vertical damper posts - merely the damper fastened to the right hand post.

The nameplate is small, made of German silver, and mounted crosswise on the chassis under the long arm...My plates were replaced by German Silver nameplates.

The serial numbers were stamped on the horizontal part of the damper weight 'U', out in front.

The U-shaped casting supporting the two needle-bearing screws is square across the top, not curved upside-down U shape.

A hole bored in the centerline area under the swing adjusting screws, for screw-down.

Both of my Racers had telegrapher's switch levers. I have removed the switch from the bug I use on the air, also I have the tinsel cord terminating in the bladed spoon for shoving into the line switch on a Bunnell handkey.

The Blue Racer was manufactured by the J.E. Albright Company of New York for Martin for some time before the call for scads and bushels of Racers overloaded Albright and Martin, and others, formed the new "Vibroplex Company" at which time many changes were continually being made in the instrument. There is no record of Vibroplex ever manufacturing the true Blue Racer.

M. G. Abernathy

Lingards Electronics

(J. Sykes, F.I.E.E., F.I.E.R.E.)

Morse keys - Microphones - Headsets

7 Hilltop,  
Lingards,  
Slaitwaite,  
Huddersfield HD7 5UA England  
Telephone: Huddersfield 842628

Mr. Wm. A. Breniman,  
Editor/Publisher  
Sparks Journal  
Society of Wireless Pioneers, Inc.  
P.O. Box 530 Santa Rosa,  
California 95402

Dear Bill:

I feel I feel I must write and tell you how delighted I am with my copy of the Summer edition of "Sparks Journal" and in particular with Keys of Historical Interest. At age 75 I must be the oldest one-man Morse key manufacturer in the world. Last year I manufactured and sold some 8,000 keys. My representative in the U.S. is SOWP Member John McKinney, P.O. Box 38, Danebrog, Neb. 68831. I will ask him to send you a key with my personal compliments. I look forward to further pictures of historical keys, and perhaps historical tubes in future editions of S.J.

In the meantime I am enclosing a true story of an embarrassing experience in 1918. The title is, of course, a line from Robbie Burns.

With every good wish,  
May your daisy chains never break  
J. Sykes, 2431-SGP

Keys- Feed-Back

We received many letters from members about our feature article in the last issue of Sparks Quarterly on "KEYS" and the collection of John N. Elwood. We have received considerable supplemental material on the subject since the last publication, hence in one of our future editions we will update the article on Keys. We have probably only scratched the surface - as John Elwood says. Meanwhile, may we suggest that if you have photographs and information on the many odd keys made for special purposes in the works that you forward it to us for publication. Thanks for the fine response to this very historical paper with photographs.

'Oh wad some Pow'r the figtie gie us'

I was returning from a long weekend at home to my Radio School in Edinburgh and I was a very worried young man. In a week's time I would be sitting an examination in which success could mean a career in the merchant navy, failure a place in a very long dole queue. Surprisingly, the 'Flying Scotsman' was half empty and I had managed to secure a compartment to myself, or so I thought, but at the very last moment a very presentable girl of my own age bounced into the compartment, swung a neat suitcase onto the rack, plonked down in the corner seat diagonally opposite and quickly buried her head in a thick book. Not a word, not a smile; I might have been invisible. Well if that was the way she wanted it I would have to talk to myself, in Morse, of course, tapping out my thoughts on the window pane.

Such was my state of mind that for the next twenty minutes my tapping was all about my forthcoming examination - what marks I could expect in the various subjects, which subjects I most needed to revise, what would I do if I failed? It was a melancholly exercise and my weary fingers craved a new tune. Almost of their own volition they started to beat out reflections on my fellow passenger: What was her name? Where was she going? Why couldn't I have a girl like her? Would she pull the communication if I attempted to kiss her? But the imagination when once aroused can take the bit between its teeth and gallop on quite out of control. Soon it was comparing and contrasting her in the altogether with Queen Victoria in her Sunday best. How much further it might have gone I will never know since at that point I became aware of urgent tapping from the other end of the compartment, a rapid string of dots which I read as 'Stop, I want to transmit.'

My arm fell to my side as though struck with paralysis, my eyes opened in horror and my face caught fire but my ears utterly refused to close and for the next five minutes I was compelled to listen to Morse more scaring than I was likely ever to hear again. Fortunately, there is a limit to the number of adjectives in the vocabulary of any properly brought up young lady and eventually came a 'break sign' followed by "I do not know how you will fare in your examination but I give you eight out of ten for Morse sending; ten out of ten for imagination; twenty out of ten for cheek and zero for discretion - for all you know I could be a spy, Olga Pullofski herself! Now come and kiss me or I WILL pull the communication cord."

I'm afraid it was a most unsatisfactory peck but never mind, practice could bring improvement and Edinburgh was still four hours away.

My self confidence returned with a rush and soon we were jabbering away like old shipmates. She had been a telegraphist in the Women's Royal Naval Service (W.R.N.S.) and her Morse was better than mine. "What is the book I thought you were reading so intently?" "Crime and Punishment." "Oh dear, have you decided on mine?" "You are guilty of lese-majesty at the very least; you mustn't disparage a queen whether in her Sunday clothes or otherwise." "And my punishment?" "It could be the Tower but I have decided to defer punishment until after your examination and until then you are on probation. But no more Morse this side of Edinburgh; your poor finger tips must be quite sore and anyway I've learned quite enough about myself for one day, my Giftie."

J. Sykes (2431-SGP)

14 The Ridge  
Glen Waverley  
Victoria 3150  
Australia  
November 16th 1977

Dear OM:

I enclose \$20 which will I hope cover my dues to the SOWP for sometime. I am not sure what the dues actually are, as I could find no mention of it in the Summer "Sparks Quarterly Journal".

Really did enjoy the latest Journal, and the article concerning the status of American Marine radiotelegraph stations was rather illuminating. It appears that there are plans to replace ship Radio Officers such as myself with RTTY via the "MARSAT" communications satellite system before very much longer. However I think the great cost of equipment and channel rental is too high for the average ship owner at present. It is sad to think of such a famous station as KFS and KLC being under threat of closure. Those two stations are often audible down here on the Australian East Coast during the early evenings in winter - KLC especially has a very consistent signal on 500kHz down into the South Pacific area. He has been so strong at times that I have been tempted to call him on our trip from Panama down towards Melbourne!

I am hoping to get a transfer from my present ship the "Australian Exporter/VLAE" to another container ship of the Australian National Line which runs up to Japan from Melbourne and Sydney. The "Exporter" runs to East Coast US, and the round trip takes sometimes as long as 15 weeks, which my wife finds rather a long time. The ships on the Japan run are back in Melbourne every month which is a much better deal from my point of view. The ship I hope to join sometime in December this year is the "Australian Emblem/VKAE" which is a combination roll-on-roll-off and container ship of about 20,000 tonnes. She does about 22 knots, the same speed as the "Exporter".

Australian Coastal Radio stations are now using the "spot" call system in the ship call-bands on HF, so that the operators at these stations no longer have to scan the call bands, but listen to two or more fixed frequencies for ships. It is working out very well for these stations, which of course are not nearly so busy as your stations such as WCC and WSL. I believe ITT and RCA have found the spot call system unsuitable to them due to the high volume of traffic, with bad "pileups" developing on the fixed channels, so they are continuing to scan the marine calling frequencies. Portishead in England uses a combination of the "spot" call and scanning which works out very well - perhaps your stations may adopt a similar system.

Congratulations to all of you concerned with the compiling of the SOWP publications - you are doing a very fine job indeed, and bringing pleasure to so many of us.

73

Noel G. Roberts 2181-V  
(VK3NR)

BEYOND THE LAND

Beyond the farthest reach of land,  
Keen sea winds roll away despair,  
The turmoil of the tides brings peace,  
The haven of my heart is there.

The breaching whales, the white sea birds,  
Where sapphire waves and skies seem one,  
The freedom of the ships that rove  
Foam-flowered gardens of the sun.

Beyond the farthest reach of land,  
The sea's horizon circles round,  
And gold and silver trumpets fill  
Wide heavens with enchanting sound.

Walden Garratt



"AND NOW FOR THE WEATHER FORECAST....."

# The SKIPPER'S LOG



FYI

for your information



**WOULD YOU BELIEVE ?**

That your Society is TEN YEARS OLD ? The 'magic-date' will be May 4th 1978 as it was on this date ten years ago that a group of early day wireless men ( 58 in all ) accepted the founder and current President's invitation to formalize a Society of Wireless Pioneers.

Of course there had been several preliminary meetings, the first between Christmas and New Years in 1967 at the Apt. of founder Bill Breniman. It was attended by Messrs. Dick Johnstone, Frank Geisel, Earl Wohler, Jerry Whittaker, Fred Mangelsdorf (and wives). The "committee" met at the Green Mill in Cotati, Calif. on Feb. 13th 1968 to make formal arrangements. In addition to the above, Messrs. Syd Fass, Barney Osborne and Bill Wamock attended.

Little did we realize that the Society would mushroom into the world-wide organization it is today with members in almost every country of the world ! We are still growing ... thanks to our dedicated officials who so generously donate their time and talent ... also to the many members who are our best recruiters. We are proud of our "TENTH" Anniversary. May it be but a milestone in the growth and good the Society can do on the road to Century 21 and beyond.

**NATIONAL CONVENTION - 1978 or 1979 (?)**

It has been suggested that we hold a National Convention of the Society at some central point where good common-carrier transportation (air and surface) would be available. Would you like to attend ? What location would you favor and why ? Please let us know your thoughts about a National Meeting so we can give the subject more study and consideration.

## LATE NEWS

The following at the suggestion of our member Melvin Oliver/ 295-M who is an operator at WCC:

**MARCONI 75th ANNIVERSARY SPECIAL EVENT STATION**

During the week of Jan. 14-22 1978, SPL EVENT STATION KM1CC WILL BE CELEBRATING THE 75th ANNIVERSARY OF THE FIRST TWO WAY RADIO TELEGRAPH TRANSMISSION BETWEEN THE UNITED STATES AND EUROPE BY GUGLIELMO MARCONI IN 1903. THE STATION WILL BE OPERATING FROM THE ORIGINAL MARCONI STATION LOCATION IN SOUTH WELLFLEET, MA. THE SPONSOR OF THE STATION IS THE TOWN OF BARNSTABLE RADIO CLUB OF CAPE COD, MA. OPERATION WILL BE ON 160 THROUGH 10 MTRS. CW, SSB, RTTY AND SLOW SCAN TV. A 2-FM AND 6 SSB STATION ARE ALSO PLANNED. THE FCC HAS GRANTED SPECIAL APPROVAL FOR USE OF A2 ON ALL AMATEUR BANDS AND THE FAMOUS

**SOUND OF THE 240 HZ MARCONI ROTARY SPARK GAP 1903 STATION "CC" WILL BE REPRODUCED FOR CW QSO'S !!!**

THE SPECIAL EVENT STATION AT POLDU, ENGLAND AT THE ORIGINAL MARCONI STATION LOCATION WILL BE OPERATED BY THE CORNISH RADIO CLUB (R.S.G.B.) FOR THE PERIOD. THE IRISH RADIO TRANSMITTERS SOCIETY WILL ALSO BE OPERATING FROM AN ORIGINAL MARCONI STATION IN CLIFDEN, IRELAND. A MESSAGE FROM PRES. CARTER WILL BE TRANSMITTED FROM KM1CC DURING THE CELEBRATION. W AND K STATIONS QSL WITH A S.A.S.E. VIA: W1GAY, DUNCAN KREAMER QSL MGR-KM1CC, MAIN ST., VINYARD HAVEN, MA 02568. DX GAL VIA W1 BUREAU OR W1GAY. KM1CC MAIL ADDRESS: K1VY, R. J. DOHERTY, CONTROL OPERATOR - KM1CC, RFD.#1, 14 PINE ST., SANDWICH, MA 02563, USA.

Mr. Frank H. Caswell, W1ALT who furnished the above information informs Marconi's Daughter will be working with the committee

This special event should bring real meaning to the Society's by-line ... "SINCE THE DAYS OF MARCONI". All SOWP Nets and members are invited to participate in the event.

**WANTED - PICTURES**

We need pictures for our various picture pages as the supply on hand is growing somewhat short. We want your picture - date or time is not important as long as it is a good clear picture. Close-ups desired if possible, or at least we should be able to identify. Additionally, we would like to ask for more pictures of ships, wireless room installations and pictures of individuals who have helped to make wireless or radio history. Please do not use a ball-point pen on the back of photographs but do write on a sticker than you can press on the back indicating name of member furnishing same. Also caption and write up about picture so we can furnish this info to members reading. If you wish pictures returned please so indicate. ( we would appreciate if you can donate same as return require a lot of extra work in tabbing them in our files and making sure of return after their use.)

**SEND S.A.S.E. FOR ANSWERS**

The enclosure of a stamped, returned addressed envelope with a letter requesting information or asking questions of the Society would assist us greatly in expediting work at Headquarters. This at first thought may seem to be somewhat insignificant. However, when you multiply the time it takes to go through the routine of addressing new envelopes, etc. (times "x" number received daily) it takes precious time that is needed for other projects and phases of handling the work-load, which with the present membership has become very large and time-consuming. We also hope you will approve replies by marginal notes on your original letter if we do not wish to retain or if the answer can be so furnished. It also enables us to save time in handling correspondence. Please don't misunderstand... We enjoy receiving your letters and nothing would give us greater pleasure than answering them all in detail. However with the growth in membership, this pleasant phase of our daily work has become an 'expedible' which we do not enjoy.

**CERTIFICATE OF SKILL - CALL TO UPDATE**

We listed the names of 70 individuals in our 1972 "Year-Book" - Directory. These individuals had received their Certificate (circa May 1911-Dec. 1912) from the Dept. of Commerce & Labor. Ed Raser, Area Director of the Society for the East Coast had spent a great deal of time researching the subject. We would like to include any whom we may have missed on this original listing (which we think perhaps 95% complete). Documentation will be necessary to include on of new listings.

**CHRISTMAS CARDS AND GREETINGS**

This is to thank all who have sent in letters, cards and greetings. Each and every one is read and we do appreciate receiving them so very much. They will be passed around to our staff. It is impossible to reply individually as we will have to say ... "THANK YOU" for your thoughtfulness.

**WOULD LIKE TO QSO**

We have received a number of suggestions from members recommending that we run a column in each issue of the Journal which would enable members to list old friends and shipmates of former years that they would like to contact but have lost their QTH. We think this is a good idea and will give it a try. Please furnish name, handle, call if known or last you have record of, together with info on ship or last address. Some one reading the name may just happen to have his current address and will furnish it to you ... or perhaps give you a lead. Perhaps in the lapse of time he or she has become a silent key. Mark your inquiry ... "LIKE TO QSO" and we will publish starting next issue.

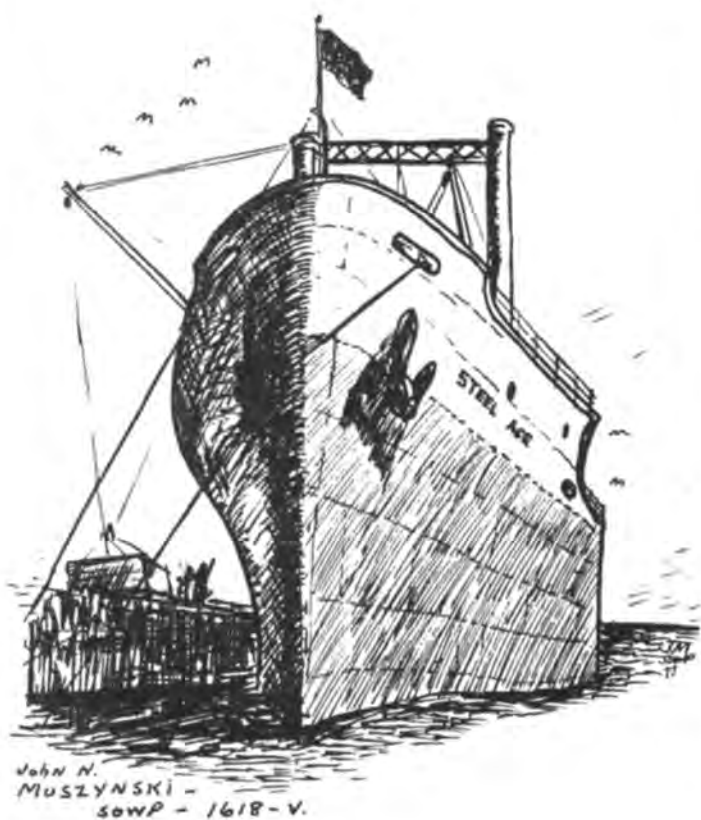
**1978 - DIRECTORY & YEAR BOOK (IMPORTANT)**

Please be sure that your address, phone number, amateur call, name of spouse, etc., are current on our records so that the coming publication which is scheduled for early Spring will have all listings correctly inserted. Since there will be a two-year lapse before the 1980 Directory (scheduled) you will wish to make very sure all listings are 100 percent correct. MILITARY PERSONNEL or those who may transfer their QTH frequently might so advise and we will use a special legend mark to indicate this potential. New QTH can be secured from SOWP HQ. If necessary (SASE please). Also suggest military personnel furnish us with their home address so we will have a place to check in case mail is returned, to prevent them being listed as "lost" on our records.

**AMELIA EARHART**

Member "Dick" Beckham, 2614-P, would like to get in touch with anyone who actively participated in the search for Aviator Amelia Earhart. He plans to work up a list and perhaps form an organization. His QTH: PO Box 1433, Pendleton, OR 97801.

## MANY FLASHED "S O S" THAT SAVED LIVES & SHIPS

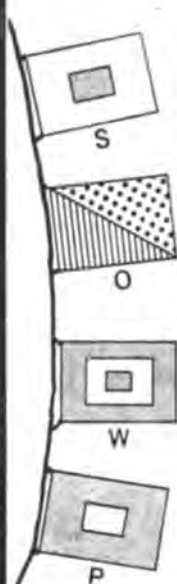


John H. MUSZYNSKI - SOWP - 1618-V.

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To:



Newsletters from the Society of Wireless Pioneers, founded 1968  
~ Dedicated to the History of Seagoing Wireless Operators ~

Special thanks to the following for these documents:  
Key [SK = Silent Key, SGP = Spark Gap Pioneers, P = Pioneers, V = Veteran, M = Member, Sparks = Worked at Sea]

- (SK) Ed Raser, W2ZI, Radio Pioneer, Sparks, SOWP #35-SGP
- (SK) Bill Gould, K2NP, Radio Pioneer, Sparks, SOWP #565-P
- (SK) Matty Camillo, W2WB, Sparks, SOWP #750-SGP
- (SK) Dare Robinson, WB2EVA, Sparks, SOWP #2284-SGP
- (SK) Ray Brooks, K2LTX, Sparks, SOWP #1387-P
- Olive Jesse Roeckner, VA6ERA, Sparks, SOWP #2891-V
- Spud Roscoe, VE1BC, Sparks, SOWP #2301-M
- David J. Ring, Jr., N1EA, Sparks, SOWP #3709-M
- Steven Rosenfeld, Infoage Librarian, Tech at WOO

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